

JOINT MEETING
COMMITTEE ON INFRASTRUCTURE
AND
PLANNING AND ECONOMIC DEVELOPMENT COMMITTEE

JULY 8, 2020

A joint meeting of the Committee on Infrastructure and Planning and Economic Development Committee was held Wednesday, July 8, 2020, at 7:00 p.m. via teleconference.

Chairman O'Brien

As Chairman of the Committee on Infrastructure, I find that due to the State of Emergency declared by the Governor as a result of the COVID-19 pandemic and in accordance with the Governor's Emergency Order #12 pursuant to Executive Order 2020-04, this public body is authorized to meet electronically.

Please note that there is no physical location to observe and listen contemporaneously to this meeting, which was authorized pursuant to the Governor's Emergency Order. However, in accordance with the Emergency Order, I am confirming that we are:

a) Providing public access to the meeting by telephone, with additional access possibilities by video or other electronic means:

To access Zoom meeting, please refer to the agenda or the City's website for the link.

To join by phone: 1-929-205-6099

Meeting ID: 869 0708 8762

Password: 834985

b) Providing public notice of the necessary information for accessing the meeting:

We previously gave notice to the public of the necessary information for accessing the meeting, through public postings. Instructions have also been provided on the City of Nashua's website at www.nashuanh.gov and publicly noticed at City Hall and Public Health Department.

c) Providing a mechanism for the public to alert the public body during the meeting if there are problems with access:

If anybody has a problem accessing the meeting via phone or Channel 16, please call 603-821-2049 and they will help you connect.

d) Adjourning the meeting if the public is unable to access the meeting:

In the event the public is unable to access the meeting via the methods mentioned above, the meeting will be adjourned and rescheduled. Please note that **all votes** that are taken during this meeting shall be done by **roll call vote**.

Let's start the meeting by taking a roll call attendance. **When each member states their presence, please also state whether there is anyone in the room with you during this meeting, which is required under the Right-To-Know Law.**

Alderman Schmidt called the roll and asked them to state the reason he or she could not attend, confirmed that they could hear the proceedings, and stated who was present with him or her.

The roll call was taken with 7 members of the Committee on Infrastructure and Planning and Economic Development Committee present:

Alderman-at-Large Michael B. O'Brien, Sr.
Alderman Thomas Lopez
Alderman Jan Schmidt
Alderman Ernest Jette
Alderman David C. Tencza
Alderman-at-Large Ben Clemons
Alderman-at-Large Brandon Laws

Also in Attendance: Tim Cummings, Economic Development Director
Sarah Marchant, Community Development Director
Alderswoman Elizabeth Lu
Alderman Patricia Klee
Alderman Richard A. Dowd

Chairman O'Brien

Present, I can hear, and I am alone.

Alderman Lopez

I am present, I can hear, and I am also alone,

Alderman Schmidt

I am present, I can hear everyone and I am alone as well.

Alderman Jette

I'm here, I can hear everyone, and my wife is also with me.

Alderman Tencza

I am present, I am alone and I can hear everyone.

Alderman Clemons

I am here, I am by myself, and I can hear everyone.

Alderman Laws

I am here, I am mostly alone and I can hear everyone.

Alderman Schmidt

That would be 2, 4 – that's 7 members are present.

Chairman O'Brien

Ok, any other Aldermen that are present. I thought I saw Alderman Lu?

Alderman Schmidt

Alderwoman Lu is here, Alderman Klee, Alderman Dowd; have I missed anyone?

Chairman O'Brien

Also we have Director Tim Cummings and Director Sarah Marchant also with us this evening.

Alderman Schmidt

All members are present.

PRESENTATION/COMMUNICATION

Discussion Relative to the Downtown Riverfront Concept Plan

Chairman O'Brien to recognize Economic Development Director Tim Cummings.

Chairman O'Brien

Very good; thank you to the Clerk. There will be a discussion relative to the Downtown Riverfront Concept Plan. I am going to recognize the Economic Development Director, Tim Cummings. Mr. Cummings I will pass the meeting, at this time, over to you.

Tim Cummings, Economic Development Director

Thank you, sir. Again, for the record, Tim Cummings, Director of Economic Development and I appreciate everyone making time this evening. So first, before I begin I should say I know that this group doesn't get together all that often in the summer, so at the conclusion of the formal remarks and later on in the Agenda, if there is just general discussion about various topics of Economic Development that the group wants to discuss, I'll be hanging around throughout the entire meeting. We can talk about miscellaneous topics of interest at the end of this meeting. I am happy to do so because I know that there is various projects that are out there besides this one that various folks have expressed an interest in.

Putting that piece of business aside, the reason why we wanted to have this meeting is it seemed like a good time to check in with the Board of Aldermen relative to the design efforts that we are undertaking for the implementation of the River Walk in the Downtown Area, on our river. So before we get into the actual concept plan and the details, I asked Director Marchant to join us this evening, because I would like her to provide just a quick overview of how we got to where we are today, in terms of the efforts that we undertook early on to prepare for the plan that you are about to see this evening.

I want to just set the stage appropriately by making sure folks know that we are designing to a budget. There is not going to be a substantive numbers conversation this evening because we are too early in the design process. So we don't have good numbers, I don't want to suggest certain numbers that may turn out to be inaccurate. But what we are trying to is have a facilitated conversation with you to give us direction that we are going in the right direction and to hear what your priorities may be. So as we design to that budget, we can continue to go down certain paths or not go down certain paths depending on the feedback that we get. This will be one of multiple check-ins along the way. With that being said, I'll hand it off to Sarah Marchant before Greg gives the formal remarks with his team. So Sarah?

Sarah Marchant, Community Development Director

Thank you Tim; Sarah Marchant, Community Development Director. This project started in 2017. The City went out for an RFP and brought on Halverson Design that is part of the team before you tonight with VHB. To facilitate a Downtown Riverfront Master Plan we created a web site, went through many months in a three-round iterative process of hearing from the public, kind of putting that – what we heard to paper and then getting reaction back on that to come to a really strong concept of exactly what people really valued about the riverfront and what we wanted to do to improve and make it part of the heart of our downtown. That plan is available on-line and it has been the backbone of what the team that you will see tonight has been working on.

Some of those big ideas, really important things or access to the river, green space and open space, a lot of people felt like they couldn't get to the river, they couldn't touch it. Tying it economically to Main Street, to our downtown, making sure that there was strong access, green space, stormwater management, all of those things kind of tied together. So I will leave it at that, you are hopefully going to see the product of exactly that being put into place.

Director Cummings

Thank you, Sarah. So we took the work that Sarah did and her team with the Master Plan and we then instituted a TIF. This body blessed a TIF and that is what we are using to actually implement this project here. And so oftentimes people hear us talk about TIF, they don't know or understand exactly what it is. Just in very brief terms, it's a municipal tool that is available to us where we capture the incremental value on taxes and we dedicate it to certain priorities, projects, whatever it may be within a District. So we are using TIF financing to implement the project that is going to be discussed tonight. So with that being said, Greg – I am going to just hand it off to you now to lead the discussion and talk about the work that we've done thus far. You are muted, Greg. Greg, you are muted.

Greg Bakos, Principal

I am so embarrassed, you know how many Zoom calls we do every day and to have that happen.

Alderman Lopez

We know exactly how you feel.

Greg Bakos, Project Manager/Civil Engineer

As I was saying, I would like to introduce the team members that we have tonight, that will be presenting and each of you guys can raise your hands. We have Bob Uhlig from Halvorson Design who you may know already from the Master Planning efforts, along with Shannon Lane who has also has been heavily involved since Day 1. And then on the VHB side, I've got Jeffrey Morrison Logan who is an Urban Planner and Landscape Architect. And then myself, I am the Project Manager with a Civil Engineering background.

I will take you on a little tour, I am going to try to share my screen and hopefully you can all see that, just an introductory slide to begin with. And I should also mention that we've been working with staff extensively doing bi-weekly or weekly meetings as we have developed the conceptual design to provide the team with feedback and to try to get to the root of some of the issues. We have been doing a lot of due diligence, taking the early concepts from the Master Plan and making sure they are realizable, if that's a word. That there are no major flaws or fault and carrying them forward into the design that we are going to show you tonight. We will be taking you on a clockwise journey around the Riverfront. Before we get there, maybe Bob, you can talk about the six ideas or Shannon – the six ideas that came out of the Master Plan that Sarah just touched on.

Robert Uhlig, FASLA, LEED AP Vice President of Landscape Architecture & Urban Design

Sure, I won't spend too much time because I know we have a lot to go through. So the six big ideas relate to first number one is connectivity both, somewhat as Sarah mentioned, this idea of connectivity of Downtown to the Waterfront, but also adjacent neighborhoods to the Waterfront. Once we've got a loop, the idea will be to connect it further to existing other open space amenities such as Mine Falls Park, beyond the Broad Street Parkway. So that is one key element.

Environmental Stewardship, we talked about that, some of that's already been implemented in terms of removing invasive species and trying to get native and indigenous plantings established along the Riverfront. So that's beginning. We are also thinking about how we can reduce stormwater runoff, reduce impervious surfaces as we go through the project and maybe introduce rain gardens and so forth to provide a more amenable environmental condition here.

Along with that, number three is access to the river. We have talked and a lot of the Master Planning Meetings, people were really excited about the idea of kind of improving access to the river in a number of ways. One is visual access so better eye sight to the water and then physical access, more opportunities to get down to the water in more places. And people weren't just content not getting close to the water but they liked the idea of actually being able to get so close that they could get their toes in it and maybe access it at various point. So you need access to the water at a variety of places.

Recreation and Open Space is the fourth one. So you will see in a number of instances in which we are looking to create significant, new open space access and open space opportunities and parks along the river's edge where people want to be. In the process, we want to look at flood resiliency and take that into consideration as an important part as there is a big investment going into the Riverfront Improvements and we want to make sure to consider that.

And then lastly, there is some vision for changes that hopefully will occur associated with an improved access to the waterfront that will hopefully spur additional investment and economic development along the riverfront which is similar to what we have seen in other places where cities have taken great time and thought in investing in the waterfront. So those are kind of the six big ideas in a nutshell.

Greg Bakos

Thank you, Bob. And then this is just a graphic right out of the Master Plan that shows roughly one-half of the project with Main Street on the right and the Broad Street Parkway on the left. It shows some of the conceptual improvements that were identified during the Master Plan along both sides of the river. And then the next sheet shows the other half of the project, which is everything east of Main Street all the way down to the Pan Am Bridge down by Temple Street. Again with improvements and a continuous path all the way around the outside of the river. These are some visualizations that were generated during the Master Plan and you will see the current status of some of these improvements that we are now visualizing with the current plans.

This shows the northside of the river. Some of these concepts have been carried forward, in fact, most of them have been and we will show you all of that. So I mentioned that we are going to take you on a tour and I should say that we have broken the project down to currently about 17 bite size pieces. We have done that because each of these little areas have their own unique concerns, constraints, and opportunities and goals and design aspects. So we may still build it all at once but we found it very useful to break it down and do smaller bite sized pieces.

Up in the left hand side, left hand number one is a proposed connection across Pine Street, it is just outside the picture but provide improved pedestrian access to Mine Falls Park, so a connection up there. And then our tour is going to also show you what we are proposing behind Clocktower Place. And then across the river, follow the northside of the river all the way to Main Street and then cross Main Street and follow the northside of the river by BAE in the parking lot, go down the Pan Am Bridge and then go to the southside of

the river behind the Library back to Main Street. And then ultimately, we are going to finish our tour at Le Parc de Renaissance which we envision as being one of the great opportunities to make massive improvements along the waterfront. I'll let Shannon or Bob take over with some of the details of our tour.

Mr. Uhlig

Ok so I'll start with the Factory Street Extension that runs between Clocktower Place and the river. If you wander down there at all, you know it as essentially a wide expanse of asphalt that is kind of undifferentiated between the river's edge and the building which you see in this existing conditions photo. And then before we go to the next photo, so just to place yourself, on the right hand side you can see the Water Street viaduct and the parking for Clocktower in the upper right hand corner. So take note of that, because that's the edge of Parc de le Renaissance there. So this is a before image and then next image please. So the next image is like an after image about the vision that we are anticipating.

So you will notice up in the upper right hand corner, the Le Parc de Renaissance parking lot area is now green so that is assuming Le Parc de Renaissance is going to become fully park between Water Street and the river's edge. And you can see kind of a Riverwalk extension there and then walkway coming down. So we've taken a little bit of liberties there at Clocktower to reconfigure parking to allow that walkway to occur and then it approaches what we call a "shared use zone" that goes between Clocktower Place and kind of the Broad Street end and what you can see is we've tried to reduce the amount of asphalt in that area to essentially what is required by both service vehicles and emergency access vehicles, about 15 feet of that entire zone. So that's what kind of left in gray and we are looking at creating amenities in the other remaining areas that occur.

So now we are going to go from this view, we are kind of go down on the ground and show you, now if you recall this location behind Clocktower on the right hand side you are going to see the dumpster for Clocktower, one of several. In the background you see the parking lot for Clocktower Place and a railing to the river on the left hand side. And then at the base of Clocktower Place there's a series of kind of brick arches that are just painted anvils and everything kind of hard surface. So this is kind of the existing condition and so if we look at the next slide that shows you that same kind of transformation, I forgot to mention this. So anyway, jumping ahead of myself. But anyway some of the opportunities that we see associated with that spot is number one – telling the history of Nashua which was that previous image. You know, there are opportunities for how to tell history and the heritage of Nashua. So that's something to bear in mind.

Next image – sorry about that is thinking about the transition from when we are in totally vehicular areas to where we go in kind of shared areas. So this slide on the upper left is kind of how we think about giving vehicles the cues of "hey you are entering a zone that's not all vehicular, you are sharing with pedestrians, so slow down". So that's that image. On the right hand side is a few images of how we could think about putting in closures around some of the utilities and trash and recycling to make them more visually discreet and maybe fit them in with the vernacular that's there. So a couple of thoughts there, next slide please.

This is the jumping to the next slide. So some of the things that we thought about is again if you narrow it down such that it is more the wide of 15 feet so it is a shared pedestrian and vehicular use with vehicles really only using that for emergency service. You can see in the background that there's kind of a strip that's kind of a granite strip with two yellow bollards to kind of restrict day-to-day vehicular use there. Those bollards would be dropped down so if emergency vehicles need to get in there, they can drop them down to get into the space. And then you will note – so we have maximized kind of softscape all the areas that are to either side of this 15-foot zone, could be planted to make it more user friendly for people running, jogging and walking along the riverfront.

And then you can see off to the right is the example of kind of enclosing that trash receptacle, the trash dumpster in enclosure and then providing access such that there would be swinging gates to get access to it. And then we kind of took the liberty to say, "Well wouldn't those arches kind of..." one of the things we could

think about is you know having an artist collaboration where we pick certain images and maybe infill with Clocktower's collaboration, different images that kind of convey again history and heritage of Nashua into that base. So we get a dynamic and interesting riverfront.

Mr. Bakos

We would also be replacing the existing railings and installing all new street lighting along the roadway there. So this image shows that path that Bob was talking about behind Clocktower Place. It also shows the existing Cotton Transfer Bridge that has as a switchback type ADA ramp on the southside. We are proposing to create a similar ADA ramp on the northside which is actually just one directional, it doesn't switch back because there's no room. But that would provide an ADA, you know, publicly accessible ramp up to the Cotton Transfer Bridge. This is an image showing what it would look like against the 30 Front Street Building which we showed the building owner and he was happy with that. Some of the conceptual designs for that ramp, just showing the type of slope that would be introduced.

Then moving further east along the northside of the river, there's an existing 10-foot path that is fine as is. We may look at some other enhancements along the path and there is one that we will be showing you shortly. And then a boardwalk in front of the Eversource Substation, connecting across to a new paved path on the northside of the river. And then a boardwalk to raise the elevation of the path, match a boardwalk that would be cantilevered off the side of 53 Main Street, similar to what is done already on the Peddler's Daughter building, on the other side of Main Street; and then making that pedestrian connection to Main Street.

Jeff, I don't know if you wanted to chime in on some of the work you did here?

Jeffrey Morrison, Urban Planner and Landscape Architect

Yes sure I'll just dive in quickly here. So this is a 3-dimensional view of the area that Greg just showed you. We have Main Street and the bridge off to the right-hand side of this drawing here. It is just indicative of the work that the team has been working with members of the City Staff over the last few months to try to understand some of the 3-dimensional puzzle pieces if you will about how these different elements will come together. So on the left-hand side here, we have us coming around the bend from the Greeley House which is off to the image to the left. We are actually tying in some of the grade that you see in that area, the topography in that area to be able to get up onto the boardwalk. It would be built out over top of the river. As we come down around the bend there as Greg is going around here, it would actually go back on to land and come around and head its way over towards Main Street via emerging yet again onto a boardwalk system, cantilevered out if in front of the building next to Main Street there as well.

I think what we found as we go through this next stage of our project which is called "Design Development" is that there are a lot of details that we are starting to figure out as a team; things like how do the grades tie in, what would some of the materials be, for example. Where, if we have some of these floating docks and some of the ramps that would go down to the floating docks to get access, as Bob mentioned to the riverfront, where could those be and how do we offer some flexibility. And then what's also important about these diagrams, we are dealing with an item called "compensatory storage" where when the river floods and it requires the capacity to be able to have that flood water go to different locations, how do we make sure that we are not filling in to that capacity and hence creating a problem, versus carving out and giving more room for that water to flow.

When we get to the end of our tour, over to the Parc de Le Renaissance, we will talk about some areas that we might need to fill in to get some really dramatic effect going in the design. But over to the left-hand side here we are starting to explore the idea, over by the Eversource Substation, what if we need to carve out and terrace some of this land and offer a different, unique experience for the users in that area as well. So a little bit of a 3-dimensional puzzle. But I think at the end of the day, when you think about the experience as you are going through and along the river corridor, there's a lot of great things that you can experience as a pedestrian and you can access it in very different ways and dramatic views at the same time.

Do you want me to go on the next one, Greg? Ok. So here we have a view that we've turned around, looking back at the substation we are seeing back towards the part of the riverfront here. And then Shannon, do you want to talk a little about the design, about the before and after in this area, the next slide Greg?

Mr. Bakos

I was going to talk about this and let Shannon talk about Parc de Le Renaissance. So this is again a view looking in the other direction from what Jeffrey just spoke to you about, looking at the substation. One of the things, just to reiterate is, given the (inaudible) from the substation it wasn't viable to put the walkway kind of on the land so we've hence looked at a boardwalk solution that's over water. And then to compliment that, we have been talking with the City about ways of mitigating visually some of the substation. It would be quite a task to mitigate visually the whole thing given how high some of the overhead wires and so forth. But we have focused on a couple of ideas that could kind of visually distract you from the amount of infrastructure kind of at the lower levels. The next couple of images kind of take me through a little bit of a design study of what we looked at.

So here's three different kind of, what we call "Design Precedents" so they are just to give you an idea of kind of what if we used this kind of material and maybe try to implement in in these solutions. So here's three different solutions that you will see how we kind of implement each of those on the site. So next image please? So this first one is kind of using what we will call corten steel, they kind of oxidize steel panels that would be set apart and in-between that would be landscaping so that it would be a hard vertical element and then a soft element in-between it so that it would kind of – and these panels would be set in a random yet staggered pattern to visually obscure the substation behind you and kind of distract your eye from focusing on it. So that's one scenario.

The next scenario was one of which is more kind of literal where it wraps as a continuous screen and again was an opportunity to kind of introduce some graphic images, some artful images into it and wrap the sides, other than the parking lot side to screen that lower level elements. Then the third image was of a (inaudible) Whitmore kind of tall and slender elements, again set kind of randomly but yet set in a pattern where they kind of create visual obstruction of the substation. When we looked at these and we kind of ran it by the team and the City and so forth, everybody thus far kind of has been in favor of the first scheme in terms of how that combination kind of soft and hard aesthetic kind of work together and they kind of – you know the warm color of the corten steel. So that's just in terms of where we have been and where we are thinking of heading. So keep that in mind as you think about input on that.

So then if you were at the substation looking across the river, you would be looking at this building which is the 4 Water Street building and in this image, Parc de Le Renaissance would be off to your right and Bicentennial Park would be off to your left, with Main Street in the background. So the way we are proposing to connect the trail is similar again to the Peddler's Daughter is to have a structure come across a raised boardwalk. So it would be roughly 10 feet in width on the surface. This is just a rendering of what that would like from across the river. These single piles would be roughly 25 feet apart and may not be as visible as shown here because they would be mostly in the shade underneath the structure.

We have met with the building owners where we are proposing boardwalks like this and they have been very receptive to the idea. Now we get up to Main Street and we cross and we follow an existing 8-foot wide path from Peddler's Daughters past Margarita's which is just outside here on the left. This is the BAE parking lot, this image on the top side on the north side of the river. Our proposal is to construct a 10-foot wide paved path along the top of the riverbank, adjacent to the paved BAE parking lot. And then connect all the way down where this is an existing sidewalk across the river on the Pan Am Rail Road Bridge.

Down in this lower right-hand corner there's a little bit of City owned land which can form a really nice little park, which Jeffrey will show you in a second. This is a view looking to the west, on that top of the bank. If you've never been there, it looks a lot different than it used to, it used to be trees and less visible than it is today. And the same thing on the other side of the river.

But this is a jersey barrier that confines the parking lot, the BAE parking lot. And then Jeffrey and his team came up with this image of what it could look like. Jeffrey, I don't know if you want to take these next couple of slides?

Mr. Morrison

Yes, sure. I think the idea is pretty obvious when you see it here that when you think about what is out there today, and the amount of access and this as an edge that you can traverse and parallel along the river here, it's pretty dramatic about opening up these views and having it as a real amenity. So I think some of the objectives here and requirements are putting in a railing because of the steep slopes that go down to the river off to the left hand side. You can also look across the riverbank to the other, there's going to be a parallel trail that would come all the way back up towards the falls and because we are trying to look really closely in the width that we have in both of these areas, the details quickly start to matter in terms of the railing details. We will probably find ways of softening it up by introducing some other elements along the way; maybe some placards or some informational things about the history. But off to the right-hand side, being a nice transition and a buffer to the parking lot there, we have been thinking of street lighting and some of the landscape edges. A limited cross-section I think is pretty powerful in terms of opening up the access and what it means in terms of an amenity will benefit a lot of people in this area as well.

So from here, we are going to 180 degree turnaround and we are going to look down towards where the Pan Am Bridge is right now and if you look carefully at this existing photo, you can see where pedestrians can walk across that bridge today, it's a pretty narrow crossing over there. You can see the two sides of the banks of the river here where the trails that exist out there today. It was interesting, this is one of many places throughout the entire study area there were some very targeted improvements in celebrating some of these dramatic views that I keep saying here, they can really be a nice series of places that are created here. And even while this might be a smaller one I think they would be equally powerful.

So if we go to the next slide, you can see here again by the introduction of some simple benches, some lighting, getting folks up to the water's edge, proving that critical buffer and the railing edges there as well, introducing some landscape and maybe some planter beds off to the left-hand side. And then with some of the planting and the maintenance that's going to happen at the riverbanks on both sides maybe some targeted planting across on the other side, that will really start to open up those years and talk about the history. And if you notice along the bridge itself, we are contemplating replacing some of the flooring that's out there and some of the railing really to tie in aesthetically the theming that would happen to bring this entire environment together.

Mr. Bakos

It's really quite a dramatic spot. You can actually hear the river rushing there, it's very nice.

Mr. Morrison

Right, so Greg I'll hand it back to you.

Mr. Bakos

Thank you. So once we've crossed the river on the pedestrian bridge, we would envision another 10-foot wide paved path with railing, benched in; there's a natural bench there already that we would just be paving. As we head further west, there is an existing ADA ramp behind the Library to make up grade from the top of the falls to below the falls. And that ADA ramp is only 4 ½ feet wide and we really want this to be a multi-use facility. So the game plan is to widen it to 10 feet, to actually replace it to be able to do that. Heading further west, another 10-foot path along the river to another ADA ramp to get up to grade of Main Street. And then attaching another board walk to the 60 Main Street building, to connect to Main Street.

This image shows that existing ADA ramp behind the Library. It is in good shape but it is narrow and not the greatest looking spot. This just shows how it could be embellished, replacing that ramp in its entirety with a 10-foot wide ramp, having a little look out spot below it so you could observe the falls. And then finally once we get to Main Street, there's Bicentennial Park which is just out of this original image from the Master Plan. And then down to, like I said earlier, one of the jewels of the project, Parc de La Renaissance. And from here, Shannon, if you want to take over?

Shannon Lane

So if you all recall this is where we left off in the Master Plan, just kind of coming up with general forms and figures and overall special definitions, circulation. Greg, can you go to the next slide, please? So from there, and Greg feel free to kind of blast through these, I know there's quite a few slides. So from the Master Plan we started to look at some scale comparisons so we took this as an aerial of Parc de Le Renaissance and we did a few – so this is Atlantic Wharf in Boston and how the size of Parc de Le Renaissance compares. Next? And Nashua Street Park another one of our parks in Boston and how again Parc de Le Renaissance compares. So we are starting to kind of hone in on parks of very comparable size, parks that are similar in character use adjacent to rivers and bodies of water to try to structurally define that character and determine what it is that we can actually fit into the space that we have. Next, please?

We also started to look at various precedent images and examples of character and use and texture and material that could occur in our park in Nashua. So a couple of examples here, to try to view the waterfront, Clippership Wharf in East Boston which is one of our projects that we are super proud of. Next please? Other kind of park just images, textures and uses and events, lunchtime, performance areas, and quiet places that people can just enjoy themselves and get out and enjoy nature. Next?

We also, one of the main features in the park will be a central performance or pavilion structure so we have started to look at various examples of what that structure may look like. Some of these are structures that we have in another parks that we have designed and others are just inspirational. Feel free to look through these. And then also just trying to look at other parks around the country and the world and starting to develop the overall geometries and circulation and the breakdown of hard versus soft. I think we have all kind of landed on, it's kind of (inaudible) and more organic forms.

We've got a few studies that looked at more linear orthogonal forms and then more studies that involved these kind of organic and shapes and I think there were many discussions with the staff and the team. We have all kind of landed on these more organic form that starts to really take on some of the natural forms and features that we have at our river's edge. So this was, the last few slides that we just flipped through, were just kind of the concept as it started to evolve and then we got into this concept that you have on the screen right now which is a slightly more evolved plan than the Master Plan. So you can start to see that central performance structure, a grand oval lawn, followed by planted terraces that may have stepped granite walls with benched tops that make up the grade change that is about 6 to 8 feet down from the top of riverbank up to Water Street. So kind of mitigating that grade change and also providing a natural amphitheater for people to find seating and look out over the water as well as natural seating for the amphitheater and performance structure.

Unidentified Speaker

You should mention Water Street too Shannon.

Ms. Lane

Certainly, yes; so Water Street is currently two-way traffic so we would be exploring changing Water Street to be one-way traffic that would enter from Main Street and would exit on to Factory. So the first portion of Water Street we would like to explore maximizing the space that we have by providing 45 or 30 degree angle parking and then as the road slightly narrows we would move to parallel parking up to Factory Street.

And we are also exploring adding some additional spaces that we may lose down in Parc de Le Renaissance currently on to Factory Street, which is slightly off of the bottom of the page right now.

If we move down to pedestrian level view down in Parc de Le Renaissance as in its current condition, this is damage that you see currently on the screen. And then this is a visualization of the character and look and feel that the park can take on. These are just some additional images of parks that Halverson and VHB have both completed, many of which we visited together as a team last summer and started to kind of collect different ideas and material uses. It is always fun to revisit your own parks and see how people use them, see what, you know, materials and elements have been successful and what have not; because you can always learn from your prior work. So we found that to be really helpful and we really enjoyed going on this tour. We had Tim and Sarah and the Mayor with us as well. So it was a great experience.

Mr. Bakos

Could I go back to one slide, we didn't really talk about Bicentennial Park, it's the smaller of the two but certainly has a lot of potential. Although it is a fine little park on its own today, there's opportunities to maybe make it a little better, but also to address some ADA issues. The (inaudible) it comes down towards Water Street exceeds lateral grades so Shannon has come up with an idea to introduce a curving sidewalk through there that would provide the accessible route while also maybe redefining some of the spaces in the park. This also shows the boardwalk along Water Street and how it connects to Renaissance Park.

This snapshot just shows everything all in one image. You can see how extensive it is, it is almost a mile from end to end, a very ambitious project and as Tim said, we are designing to a budget. So hopefully we are able to realize all of the improvements we have just shown you. We will know more in the next Phase of Design as we get more detailed and we will have actual (inaudible) survey to work with and we will get into some more finite design elements. But that's the end of our presentation. We would love to, I guess get feedback and hear your responses.

Chairman O'Brien

Well thank you Greg for that presentation, it was good. I'll open it up to members of the Committee for questions. I haven't got everybody up on the screen so just speak your name and I'll recognize you. Tom you're recognized; Alderman Lopez?

Alderman Lopez

So two things, I noticed you had a little (inaudible) design for the French park thing. And that looks like it would be a bench now that's pointed now towards Main Street. But the gradient for the ground you would be putting on is pretty steep, like it drops it in the river. It looks like you could reclaim a little bit of space by changing the way the parking is but is that going to take a lot of fill and like a retaining wall? Is that a major construction project?

Mr. Bakos

Yes and yes. The way it is currently drawn we would be bringing fill in against the retaining wall of Water Street as well as bumping out into the river a little bit. We are not sure yet how that will occur, whether it is going to be on pile supports or whether it will be actually fill with a retaining wall. But we are definitely squeezed a little bit widthwise. But the idea is to you know if we bump out here maybe we have to bump in somewhere else to make up for that flood storage. And as Jeffrey pointed out, we are going to introduce flood storage on the other side of the river to make up for some of this.

Alderman Lopez

And then my second question was, this big mural along the retaining wall I guess that holds up Water Street. I was the one who painted most of them, I am not really super attached to them because we know that likely would not live that forever. And when we were doing it, we noticed that there's a lot of damage to that wall actually. There are spots that are pushing out, there are spots that are leaking. There's actually an American Flag on the other side, the lines used to be straight and you can literally look at them sideways and see where the cement is pushing out. Are there plans to rebuild or revitalize that spot since we are going to be working in the park anyway?

Mr. Bakos

We had not planned on that yet and one thing we are planning is to fill up against that wall, you know, not all of it and not to the top everywhere, but some of that fill will help stabilize. But certainly the maintenance and repair of that wall is outside of the scope of the Riverfront Project.

Alderman Lopez

Ok, just because I would hate for you to build a really nice park and then they have to dig it up in order to fix that.

Mr. Bakos

Yeah that's a great observation and it is something that we should probably look into a little more deeply.

Alderman Lopez

That's all for me, thank you.

Chairman O'Brien

Thank you, Alderman Lopez. Anybody else, speak up, I can't see everybody on the screen? Speak up?
Alderman Dowd?

Alderman Dowd

Yeah I just have one question. As you were going through, you were showing where they took down all the invasive species and some of those hadn't been touched so long that they are 6 and 8 inch stumps. That area looks like they just had a thunder burst go through there. Do we know what the plan is in the near term to get the stumps out of there and at least level the ground?

Director Cummings

We are actively working on it now, there's actually landscapers that have been out there for the last two weeks, continuing to do debris cleanup from the tree removal that occurred earlier this year.

Alderman Dowd

Sounds good.

Unidentified Speaker

They are also adding some loam and seeding to that area.

Alderman Dowd

The other question I have, is that hill on the side where the Senior Center is, I could be wrong, but is there asbestos buried there? So you have to be a little careful when you're digging.

Mr. Bakos

Yeah Tim already tipped us off, We are very much aware and considering what to do there. We are going to try to minimize excavation obviously and building a path over that land will actually help encapsulate it.

Alderman Dowd

Yeah it would also be a nice idea to have an observation place up by the Senior Center so they could look out over the river once it's all fixed up, not trees and bushes so they can't see the river. And you can't make a trail down to the walkway because it is too steep for the seniors, but we could have a place that they could sit and look out at the new environment. I guess one other quick question, the trees that are existing now alongside the apartments on the River, Clocktower, are those in your plan? Are those staying or are you going to actually put trees that look a lot better than those do?

Mr. Bakos

Yeah we would love to but those trees are deeply rooted in the stone wall along the edge of the river and the advice we have received is, "don't touch them", because taking the trees out would compromise the wall.

Alderman Dowd

At least we might trim them up and make them look better.

Mr. Bakos

Yes.

Chairman O'Brien

Thank you, Alderman Dowd. Anyone else with a question. We have got Alderman Lu first.

Alderwoman Lu

Ok, thank you. These may be basic, but in reference to the Master Plan, are you talking about the City of Nashua Master Plan or a Master Plan that references this particular project?

Unidentified Speaker

Yes, it was specific to the Riverfront.

Alderwoman Lu

Thank you. And just the terminology that I wasn't clear on is when you say that you are building to a budget, what do you mean when you say that?

Unidentified Speaker

It means we have a fixed amount of money that's available under the TIF. So that we know that is our limit and we are designing, you know, we are being cautious so that we don't overdesign and design something that can't be built within that budget.

Alderwoman Lu

So what you are presenting is somewhat within the budget of the TIF.

Unidentified Speaker

Right.

Alderwoman Lu

Great and just one other question is it was a view that a couple of the presenters seemed to think was very attractive, was that facing the St. Casimir? Was that facing the Church that's on Temple Street?

Unidentified Speaker

Are you talking down by the river, down by the railroad bridge?

Alderwoman Lu

Pan Am.

Unidentified Speaker

Yep, ok, let me go to that.

Alderwoman Lu

You folks may not know what the name of that Church is....

Unidentified Speaker

In the background here?

Alderwoman Lu

Yeah is that what that is?

Unidentified Speaker

I don't, I don't know.

Sarah Marchant

Yes this is Sarah, yes that's it, that's correct.

Alderwoman Lu

Alright, thank you, that's all I have.

Chairman O'Brien

Thank you, Alderman Lu. There was somebody else, Alderman Jette, please?

Alderman Jette

So this is giving me a view that is really, it has opened my eyes as to how wonderful the Riverfront in this area can look, after this project is completed. I noticed as soon as the trees got removed, my first reaction was, "My gosh", it looked like a bomb has been set off. But the more that I got used to it the more I see the river and it has opened up a view of the river that is much better than it used to be. I noticed that there is a business that has been starting to rent kayaks over on the north side of the river in front of Lofts 34. And it just shows how much, what an asset the Nashua River can be to the City.

But my concern is as we make these improvements, like behind Clocktower, over the Cotton Transfer Bridge, the boardwalk on the north side of the river and the floating docks that you mentioned. I wonder has parking been considered, because as people want to take advantage of these great new opportunities, will have they have a place to park? Will they have a place to access the river? Have you considered that or taken that into consideration?

Unidentified Speaker

I would say not to any great degree. The feeling is you can access the river from many different locations. And there is parking around the area, but we haven't designated anything just for this. There's mostly private lots around it like on the northside, the Brady Sullivan property and the Stabile property; those are all private, with a few public spaces I believe. But up on Main Street obviously, people can right down. But yeah we haven't to any great study I would say.

Unidentified Speaker

I would say that when we studied the Master Plan with Tim and Sarah we did identify kind of up river from Water Street and over by the Library are some additional opportunities where additional structured parking could be looked at. So while we weren't able to solve it within the scope of what we were looking at, we were keeping an eye on and kind of thinking of next steps to address those kind of issues that you raise sir.

Mr. Morrison

This is Jeffrey, I think the only other thing I would add is that like many great cities not too dissimilar from Nashua, investing in their downtowns and into their waterfronts and their open space and thinking about the livability aspects, the walkability aspects of it. It is a very highly walkable area and I think when you imagine that people that already would be coming downtown, it gives them many other reasons to stay longer. So those that might be doing retail shopping, it's a short walk away to the Riverfront. Those that might be walking and might come out for a walk around the Riverfront for their lunchbreak for example. So the idea that it is a pretty great investment next to a highly walkable area, of other things that are going on, seem to make some sense as well. So supporting that investment would make for further accessibility as well.

Alderman Jette

I just think if you are going to have floating docks, I assume the intention of the floating docks is to provide boat access, kayak access, canoe access. People aren't going to be able to walk those things down to that area. They are going to have to transport them. I know that behind, you know, on the north side of the river, there is a parking lot there behind the Riverside, what used to be the Riverside Barbeque Property and the Main Street Church on the corner of Franklin and Main. I don't know if there's an opportunity to make some kind of an arrangement with the property owners that own that property, whether there's an opportunity there for the City to acquire some parking to provide access for people who would want to access the river with kayaks or canoes. Just something I want to bring up and I am hoping that that Directors' Cummings and Marchant are thinking along those terms.

Director Cummings

Yes, Alderman Jette, if I may. We are, and we hear you and it is definitely something that is in the back of our mind in terms of how we can be very strategic in terms of making those investments and where and when and how. So it fits in overall with our plan.

Alderman Jette

Ok, thank you.

Chairman O'Brien

Thank you, Alderman Jette. Anyone else with a question? Alderman Schmidt?

Alderman Schmidt

Thank you. I understand you have to wait for the money to come in before you can start anything on this. But do you have a schedule of when you would like to or what you would like to do next. It would be very interesting to see if you are going to make a linear decision to start in one place and move on from there. Thank you.

Mr. Bakos

So we have an ambitious schedule. We want to be in construction this time next year, we want to have shovels in the ground, if not sooner. We have always thought that there may be certain aspects of the project that could be accelerated, because they are very straightforward and get them out on the street quicker. But we also want to look at the big picture and see what is the most efficient. What delivery vehicle do we want to use, either the conventional design it, bid it, build it. Or bringing in a construction manager, which we are having those discussions right now. You can see that there are different types of construction. There's structures, you know, there's boardwalks and bridge components, versus paths and landscaping and that sort of thing. So it may be broken up in a couple of different ways like that with unique contractor types. But to answer your first though, the schedule is – we want to get this thing going.

Director Cummings

So I am going to take a moment and opine a little bit further because this has been a big, big point of mine and I appreciate the question. The ideal scenario and I don't know if I will hit some of these marks. But what I have expressed to the team is concept plan wrapping up now, will go into preliminary design through the early fall. I would like to continue with final design through late fall/early winter. Get it out, bid it and ideally start construction for next spring. There's a lot of work to be done to make that timeline, including having this body here appropriate the bond.

So I will be coming back to you at various points to have further design conversations, but one of the pretty critical elements to moving this project forward is having bond authorization in place probably sometime in November, that type of timeframe, maybe October. October/November so we continue with the design, have money to do that design work and then have the money to do the construction. So this is just the first Phase of us having this conversation with you. I'll be coming back before you in short order to look for approval of a contract for preliminary design, engineering work which will further study this area and put it into better details. And then a final design contract and that final design contract would come mostly likely after the bond authorization. That final design contract would be November/December type time period. Those are the goals that we are working on right now.

Chairman O'Brien

Thank you, Mr. Cummings. Any other questions by members of the Committees? Alderman Jette?

Alderman Jette

So to Director Cummings, is this money, when you talk about a bond, are we talking money in addition to money that's going to come from the TIF, I'm forgetting what TIF means.

Director Cummings

Tax Increment finance and to answer your question, no. What we need is authorization to use the TIF dollars in a way that allows us to borrow the money and use the TIF dollars to service the principal and the interest, to service the debt.

Alderman Jette

OK so the actual payment on principal of the bond would ...

Director Cummings

Would use TIF funds.

Alderman Jette

I'm sorry, so would the TIF funds pay the principal or just the interest on the bond?

David Fredette, City Treasurer

Both.

Alderman Jette

Ok and so the rest of tax payers outside the TIF, would not be paying for this?

Mr. Fredette

Did you hear me? Correct.

Alderman Jette

No I didn't hear you, so you said "correct"?

Mr. Fredette

Yes.

Alderman Jette

Ok, thank you.

Alderwoman Lu

Can I just have a follow up question?

Chairman O'Brien

Hold on for a second, Alderman Jette, are you finished?

Alderman Jette

Yes, I am. Thank you.

Chairman O'Brien

Ok, Alderman Lu?

Alderwoman Lu

Thank you. My follow up was what I had asked you about what it means to design to a budget, I realized, I wonder if you could tell me what is the budget?

Director Cummings

Well the number that we are working with and I can't tell you this is what it is going to come in at, but we are looking at a \$15,000,000.00/\$15,500,000.00 bond.

Alderwoman Lu.

OK.

Chairman O'Brien

All set, Alderman Lu?

Alderwoman Lu

Yes, thank you.

Chairman O'Brien

OK, thank you. Any other further questions from any members of the Committees? Yes, Chairman Tencza?

Chairman Tencza

Thank you. So if I could just make a comment first regarding the first slide with the goals of the Riverfront Master Development, Master Plan. I'm not sure if they were set 1 to 6 in priority of what everyone thinks is most important to least important. But in my humble opinion I think the most important thing about it is the recreation and green space, especially east of the river. I think that the eastside of the river right now has more of a reputation, I think there's actually less foot traffic down there. I think it would be great to have some element that draws people down along the entire plan, you know, the entire route, because it's a fantastic plan. I think that the plan to open things up on the east of the river will be very helpful.

But I will also just kind of mention that we have a fantastic arts community here in Nashua. We do the Sculpture Symposium every year and I am wondering if we can incorporate some of the local groups that are already doing good work in Nashua into this plan in order to enhance it even more. Or, you know, some type of activity along the river that either relates to the history of Nashua or something that families can go down there and do. Something maybe to attract people on weekends and nights and in good weather like we have today. So hopefully that can be talked about and discussed and incorporated going forward.

And then my only question for I think it's probably for Director Cummings, but maybe for members of the design team is that – in far as Economic Development is concerned, where do you see the spots for economic development along the riverfront and what type of development do you think would be most likely to come into this area. Would it be residential or commercial or retail or restaurants?

Director Cummings

Thank you, Chairman Tencza. So just to go back to your comments that you just made a few moments ago, I completely agree with you. In fact, the east side of the river, I think until the trees came down, I bet a lot of people didn't even realize there was such an extensive trail over there that connected the east side of the river on the south side. It was definitely a hidden gem that once the vegetation got peeled back a little bit, people actually saw what was already there and it is good bones to work with. I think we need to just continue to enhance upon it. Doing some of the things that you just suggested is absolutely something that this group will further explore. I know it has been in the back of a few folk's minds to try to figure out how to install some art along the Riverwalk in certain place. And you bring up a good point about the recreation and as you were talking about that I was thinking, you know, is there a good way to do something, to incorporate some recreation along that side of the riverfront. So I'll take that back to the design team and see if there's the width, the real estate to be able to do anything along there. But it would be interesting to incorporate some of those types of elements to continue to continue the active use of the trail.

Switching gears, relative to Economic Development, there are a few sites that I would characterize as priority development sites along the river's edge. Just very quickly, a site that is on the west side typically referred to as the Picker Artist Building. That's a building along with what is commonly referred to as Judge Gauthier's building, now owned by Gately and referred to as the Gately Building. These are former mills on the west side. Those are sites that could be developed. Across from that there's a pad development site that we have been in active conversations with a local developer, John Stabile, about developing on his pad site next to Cotton Mill. On the west side there's a parking lot that is privately owned, there is a developer that is interested in developing on his parking lot that abuts the river that's behind Main Street.

So those are just a few sites that we know that this project is actually being the catalyst for conversations that are actually occurring right now. I've had two of them in the last 6 to 8 weeks where some of the local ownership is seeing what we are doing because they've been involved in the conversations now for the last 6 or so months. They are thinking about how they can improve their properties. So there is still more to come on that. I think to answer your question on use, it will definitely be a mixed use to predominantly residential; very minor retail or restaurant type of uses would be used at this time. The market really isn't there yet for that. What you are going to see first come in through the door and I would recommend this one, Nashua needs more housing but two – retail follows rooftops. So we need more of that residential development to support maybe some of that retail and amenity type of uses that folks might want to see. So hopefully that answers your question.

Chairman Tencza

It does thank you.

Chairman O'Brien

Yes, Alderman Lopez?

Alderman Lopez

So I just have a couple comments that came up during the other questions that were being asked. I do want to respectfully disagree with the assessment this was a hidden gem on the east side, because I have used that path a lot and I would say from my personal observation it as well-used as the Rail Trail is. But it is used by the people who live in the immediate area, that might be patrons of the Senior Center or may live in the Cottage Street area.

They were pretty vocal when we took down the trees, so I know a lot of people noticed that. I think that the Library being closed over the summer due to the COVID-19 and the lockdown have suppressed a little bit of that other traffic from further away. But I think a lot of people appreciate that area and I would just caution that we should make sure that the neighbors in the immediate vicinity are fully in-line with this plan, which I believe is already being done. I know Director Marchant sent a lot of outreach in the area and she has signs that you can scan and go to a web site so they can find out what is going on.

When I was painting another mural, yet another mural over at French Park over the weekend, all the Veterans were asking me when they are taking down the Water Street Bridge and all of that kind of stuff. So there is definitely a lot of local attention to this and a lot of people that are invested. So that's a good thing and I think a strength of it. But I hope we can make a really strong argument for investing the \$15 million. I mean just two weeks ago we went through, you know, with some serious concerns about revenue coming in. Some of us voted against the Fire Fighter's Contract because we were concerned about being able to fund it in the future. And while I know that the TIF District is likely to pay for most of this and I know that the bonding is an option, there's still going to be an impact on the City's Ledger. The money is still going to be coming from somewhere. There is still going to be more need for maintenance or more of Director Cumming's time being spent on this.

I am conscious of the risk that we are already facing with the Performing Arts Center being a little bit ahead of its time and now we are looking at putting housing in there to expand the value given to that and say ok well we have more people downtown, so then they will also patronize things like the Performing Arts Center. And I can see how these systems will all work together, but I think we need to make sure that we are clearly presenting that to the public that we are not just moving forward on a project where there isn't enough public investment that it turns into a big political quagmire. Because with the Performing Arts Center, I think we've been extremely distracted by the politics of it because we weren't able to maintain enough open communication and engagement as opposed to just announcing things, presenting things and telling how it would be. So that's just my concerns about moving forward is this has a pretty big price tag, it is similar in dollar amounts to the Performing Arts Center. So I would just hate to spend the next 3 years watching a perfectly good project get beaten over the head by people who have some information but not all of it and there aren't champions that are like, "I live right here and I am very excited about this". I think we can do that a little bit differently for this project.

Chairman O'Brien

Thank you, Alderman Lopez. Yes?

Alderman Dowd

I have a question I asked it before when the Master Plan was developed and I got a good answer and that is that the maintenance of the project will be covered under the TIF. And because the city has a weak history of taking care of its infrastructure, I want to make sure we have the funds. Because it looks very nice and it will be great when it is finished, but if we don't keep it up it will suffer very quickly.

The only other question I have is, and I don't think we've heard it before, is who in the City is going to be responsible for doing that maintenance. And I know that the costs will be covered under the TIF but if it is any particular department, are they going to need more people to be able to support it? And have we looked into that? So I just think it's part of the plan that needs to be brought forward.

Director Cummings

Sure, if I may, Mr. Chairman. So no to answer you question, there will be no bringing in additional people. The TIF for better or for worse falls under Economic Development, so it will be under the purview of the Economic Development Office. From Day 1 it was very clear that the maintenance of this project would be done through the TIF funds, not through the General Fund but through the TIF dollars. And it is planned to be done through a private contract with a landscaping type company, a management firm.

That has been the plan since Day 1 – that continues to be the plan. I think your point is very well taken, we can add an addendum to this so it memorializes what I am saying here, so it is very clear going forward that this what the plan is for how we are going to handle the maintenance of this infrastructure investment. But it hasn't changed from what we originally talked about back in 2017.

Alderman Dowd

And having been in logistics for 4 years, when we are doing the design, it's a good idea to try and make all the parts of it as easy to maintain as possible.

Director Cummings

Absolutely, thank you.

Chairman O'Brien

OK, thank you Alderman Dowd. Anybody else on the Committee with any other questions. Seeing none, I would like to thank Director Cummings and his team, the Design Team. I would like to thank Mr. Bakos and his team for giving us a very good presentation. I like some of the things that we see here. I think it will enhance the Nashua experience, so I thank you for your work and thank you for your presentation to the Committee.

Mr. Bakos

Thanks for having us.

Chairman O'Brien

Thank you. I am going to ask that Director Cummings, you did offer if you could stick around. Start of my battle plan is to get through our meeting and I think at the point of General Discussion we will focus the discussion on some of the things with Director Cummings. So if we could move forward with that, we shall.

From: Tim Cummings, Economic Development Director
Re: Providing PEDC Members with a Status Update on NMTC Effort(s)

There being no objection, Chairman O'Brien accepted the communication and placed it on file.

Chairman O'Brien

I will give the opportunity, at the point in the meeting of General Discussion for Director Cummings to answer questions on the correspondence.

UNFINISHED BUSINESS – None

NEW BUSINESS – RESOLUTIONS - None

NEW BUSINESS – ORDINANCES – None

TABLED IN COMMITTEE**O-20-004**

Endorsers: Alderman Thomas Lopez
 Alderman Patricia Klee
 Alderwoman-at-Large Shoshanna Kelly
 Alderman Linda Harriott-Gathright

ALLOWING PERMITTED OVERNIGHT ON-STREET PARKING ON EIGHTH STREET

- Tabled at 2/26/20 meeting

O-20-006

Endorsers: Alderman Thomas Lopez
 Alderman Patricia Klee
 Alderwoman-at-Large Shoshanna Kelly
 Alderwoman Linda Harriott-Gathright

ALLOWING PERMITTED OVERNIGHT ON-STREET PARKING ON A PORTION OF PRESCOTT STREET

- Tabled at 2/26/20 meeting

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GENERAL DISCUSSIONChairman O'Brien

Director Cummings, I'll invite you first.

Director Cummings

Thank you, Mr. Chairman. So just a couple items. I thought it may be a good time to just touch base on a couple of hot button items that if it's the pleasure of this group, we can continue moving along with some of them. The first one I wanted to raise was overnight parking. So over the last few weeks, a few members of the Board of Aldermen have approached me about overnight parking and whether we can move forward with a discussion with overnight parking city-wide; what would that look like, how could we do it. This is not a new topic and this was something that we were going to discuss at length with the parking study and just to give you a quick update on the parking study, it is something that we could start now, but the data wouldn't be as valuable or as accurate. So we could do some things now, but we wouldn't have it wrapped up in a 6-month timespan, it would be more like if the data came in accurately something like a year, year and a half from now. I haven't gotten the sense that anyone wants to really move forward with that project under that type of timeline, that would be a long project to undertake. So we continue to hold.

So knowing that I reached out to the consultant who we had contracted to do our parking study and asked him for a quote just to take on the overnight parking topic. And actually today they provided me with a scope of work which I am going to bring up on my screen here, if I can find it. So I just shared my screen so Desman our parking consultant offered to basically perform for us over the next few months. And the reason why I raised this question to you all, is it would be predominantly virtual and I want to make sure this group is comfortable with having such a public conversation virtually. We will do the best that we can for citizen engagement and I am happy to take this project on. But nonetheless, you know, it is not a traditional way to try adopt a new type of public policy and certainly a very sensitive and political issue as parking tends to be.

So with that being said though, the scope of work is to review the current policies and regulations regarding residential parking within the City. Desman will research parking in the street, best practices regarding permit parking, and are managed by municipalities. There will be a presentation to the Board of Aldermen which I assume would be a PEDC/Infrastructure type of conversation at least and at the most the Full Board of Aldermen. Talk about the pros and cons of allowing on-street, overnight parking within the municipality, city-wide, certain tradeoffs such as, you know, trash collection, snow removal, various safety concerns that may be raised and whether the City really wants to go down that path; conduct a survey city-wide relative to on-

street overnight parking. Desman would provide supportive material to my office and to basically me and this is something I wanted to raise to the group to see if there was an interest and then I'm suggesting that we would do 9 Ward Meetings, which I would be turning to the Board of Aldermen and to the members to help facilitate those 9 meetings, because I don't pretend to believe I know those 9 Wards as well as anyone of you may do.

But, nonetheless, to have real neighborhood specific type conversations. That would then feed back to the larger conversation overall. So then Desman would do some research based on some of the communities that are outlined here; Manchester, Concord, Portland, Maine, Westford, Connecticut, Albany, New York, Ann Harbor, Michigan, Concord, North Carolina, Rochester, Minnesota, Idaho, Somerville, Massachusetts and Haverhill, Massachusetts. These were recommendations from Desman as to where we should look as guideposts.

And then ultimately Desman would work with us in developing whether this is something that we would want to implement and provide some recommendations to us. Then have a public discussion with us again with this type of body. Ultimately ending in you know probably a piece of Legislation that would get drafted to introduce I could only suspect overnight parking and how and when and what shape that may be is still to be determined. The cost of this would be \$6,000.00; I want to note this would never go before Finance Committee. So I really just wanted to take the opportunity here now to have a conversation with the group as to do we want to proceed down this path? I am happy to do it, I know I've had, I'm going to stop sharing my screen here so folks can kind of see each other more regularly, but I know folks have raised this question to me individually and have expressed concerns about overnight parking, lack thereof, how it's being done; frustration that we are doing one-offs. You know, one street here and one street there. But then ultimately I've heard from a lot of members of the Board of Aldermen who say they are not fans of overnight parking. They would like to keep it as is. So I wanted to get some guidance from you all as to whether this is something that you wanted to pursue? We would do it immediately if it is something that this body wanted to continue having a conversation on. So Mr. Chair, this is one of the items I wanted to talk in detail about. I am sure that there are others, but I could stop now if you'd like for conversation on this.

Chairman O'Brien

Thank you, Director Cummings and while we have Director Marchant here, I think this both germane to both of your Divisions. Part of, and if I may ask the first question. Part of the root of problem is because many of our downtown infrastructure and our homes were originally 2 ½ story family homes. But many people have adapted and changed these into apartments. Yet, the linear parking place in front of the structure hasn't grown. And so I know we do try and figure out and one thing and the very quick overview that I saw in Desman proposal, will it also look at our current ordinances and make recommendations to kind of help us deal with some of the apartments and maybe we shouldn't be putting some apartments in some areas if we haven't got the parking. Did you get that?

Director Cummings

Just to be clear, Mr. Chairman, are you speaking to me or to Director Marchant?

Chairman O'Brien

Well I threw it out there for the both because I think the question is germane to both Divisions.

Director Cummings

So I will take the lead here and I am sure Director Marchant will have her own comments. I don't think it's lost on me and I've made it a point of pointing out to the Community Development Team that there's a disconnect between our parking regulations and our land use regulations. I would not go as far as to say we should say we should be prohibiting residential uses. I think we need housing as long as it is appropriate for the neighborhood.

But what we have right now is a disconnect in terms of how we accommodate parking and we need to have a conversation. And whether we have a conversation on parking through that lens or through the lens of land use, it is ultimately a question that this body needs to answer as to what do you want to be? Who do you want to be in terms of the City of Nashua? And so this is probably one start of a larger conversation that I know Director Marchant will get into when it comes to the Master Plan City-Wide. But having a solution in place from an Economic Development perspective is really what I am concerned with. I want to make sure that we have something tangible to give residents to give developers to give consumers here in Nashua so when they do bump up against this issue, and they have, that's the issue, is that we then have a good plan in place on how we address it. At least that's been my thought process from my vantage point.

Chairman O'Brien

Right, thank you, Director Cummings because I see in one of the target towns is Somerville, Mass. Growing up in Cambridge right adjacent I think they already invented the wheel for what we are experiencing currently here in Nashua at this particular time. It seems Nashua is about 30 years behind the times to some degree in some things, but it is catching up to us. So I will open it up to Director Marchant if you want to step on this. If you want?

Director Marchant

Sure, I think Director Cummings was right on. Our land use code was written almost 20 years ago based on the Master Plan at that time when we truly wanted to be incredibly flexible in how we were encouraging new development and housing downtown. I think our parking regulations have done that to some extent. We are seeing that now but we are already getting to a point where it is raising more and more concerns. That is exactly a policy decision that will be coming back before this Board and is a huge part of how we are going to talk about the Master Plan. Our Land Use Code reflects Nashua of 20 years ago versus what we are today and where we want to be. And I completely agree that our Parking Regulations do not necessarily align with a lot of what we hear and get feedback on of the place that we want Nashua to be.

So we will be coming forward with the contract for the Master Plan consultants at the next Finance Committee Meeting and starting to really lay that out again, this new time of COVID is a little bit different discussion-wise. But we are looking forward to a really robust conversation that focuses a lot around that and will certainly piggyback and work very well with the Parking Study that Director Cummings is talking about.

Chairman O'Brien

Very good, thank you to you both. Members of the Committee, any further questions? Alderman Lopez?

Alderman Lopez

Just two questions. The first is a comment for Director Cummings assuming that I understand correctly. You had planned 9 Ward Meetings. Given Ward 4 is much deeper urban concentration, I would say we need a minimum of three just in Ward 4 to cover the immediate downtown Main Street area, the number streets in Grand Avenue/Central Street area and then probably Fairmont. Those are very different neighborhoods and different groups of people are going to have different opinions. So putting them altogether in the same room is going to be really difficult to facilitate. But I would also point out that we have other outreach mechanisms that we use regularly in Ward 4 like Coffee with the Mayor might be a good opportunity for Main Street ones or the Annual Mayor's City Hall usually takes place in the Boys & Girls Club or Ledge Street. And then there's also, we have a Neighborhood Watch Meeting that meets regularly on Amherst Street, at Amherst Street School which is Alderman Klee's Ward but that's closer to where the Fairmont people are.

But I just want to clarify that I heard we are not talking about a downtown parking study at this point? We are talking about a city-wide overnight parking study?

Director Cummings

Correct. This would be city-wide, a conversation about do we want to allow on-street parking, city-wide? And it doesn't need to be one size fits all, it can be how it's done, where it's done, maybe not done in some areas, done in some areas. It is all going to come out through this process. And I defer to all of you as to how you would like to tackle the individual engagement. I suggest 9 Ward Meetings; by no means does it need to be 9, could we do 3 in Ward 4? The answer is yes, I am happy to do that. What I ultimately want, is I don't want to go through this process and have the members of this body come back and say, I don't believe in the process that just occurred because I don't have confidence in it and what was teased out is not really what I am hearing. I will be wasting the City's money I'd be wasting a lot of resources and time, that's part of my concern about doing it virtually. But due to the times that we are in, that's really all the options that we have to us. I am happy to do it, I don't know what the response will be like, I think that's why the survey is going to be critically important.

I think besides the, you know, engagement approaches that I outlined in the scope, there will be additional community feedback given through different forums and what not. But I want to make explicit was I really think a neighborhood approach needs to be done to have this conversation. How we define "neighborhood", I defer to you all because I do think that the neighborhoods are vastly different. And how we define whose and which neighborhood is a very sensitive topic as well. I mean where's the line between Crown Hill and French Hill and is understandable conversations to be had and whether we want to drill down that specifically, I think that's a good point. We need to have that conversation and again, I defer to you all. What I will do and what I want to make clear is we can have a neighborhood-based approach individualized meetings and we can see what the response is like and we can see what the feedback is like. I think the feedback will be very different for someone out in Ward 1 as opposed to someone who is in Ward 4. And I don't think putting them all in the same room makes a lot of sense. Whether we maybe only need to do one out in Ward 1? Maybe we need to do two or three out in Ward 1. Happy to do it, I defer to you all as how you would like to structure it.

Chairman O'Brien

OK. Alderman Lopez.

Alderman Lopez

Just to clarify, I was asking because I didn't know if my adding my extra meetings was going to add to the cost of the bill if you were planning on having the (inaudible) there or whatever. So I think if it comes down to how to engage the constituents, I am totally happy to do that. I won't have any concerns about the process if I am included and involved in it. And I don't think the neighbors are going to have an issue with the conclusions that are reached as long as they are within a reasonable range of what they are suggesting.

Chairman O'Brien

OK, all set Alderman Lopez?

Alderman Lopez

Yep.

Chairman O'Brien

OK, Alderman Lu?

Alderwoman Lu

I know this has been a long time coming and I wonder if, at this point, in that it has been so long coming, I have been waiting to understand it better. I wonder if it is possible to get some information from Director Marchant or Director Cummings about what the history and considerations are just for each of the Aldermen so that we can, if we are going to be meeting with our Wards we have a reasonable understanding of the background. I am sorry I don't have it, I could do my own research but I know that you are knowledgeable on this.

Director Cummings

Just to clarify, are you talking specifically to overnight parking?

Alderwoman Lu

Yeah.

Director Cummings

I mean just the background context on overnight parking? Yeah we can get you a one-pager just to give you a history of it.

Alderwoman Lu

I mean it does seem simple but it seems to simple that I wonder why we need a consultant to do ...

Director Cummings

I think there's some good data and best practices that would help us so that we are not making knee jerk reactionary decisions based on our own world. And to have that outside advice, I think would be helpful. But at the end of the day, it is a political decision that you need to make. And whether it is what you hear from the consultant is going to sway you or not, I don't know, because ultimately that is going to be driven by your priorities and what your neighborhood is interested in. What the consultant can do is tell you what the best practices are and provide you with some of that information so you can make the best decision possible.

Alderwoman Lu

If I could follow up? Am I correct in understanding that the main thrust of the consultant's project was more for Economic Development and Community Development what kind of parking facilities and capacity do we need going forward. It wasn't really – the overnight parking in different Wards was just a little offshoot of that correct?

Director Cummings

Well certainly the comprehensive parking study that we are holding on right now, was a lot more robust. It was going to look at management, operations, it was going to look at facilities, it was going to look at demand, it was going to look at pricing, it was going to look forecasting of future demand. It was a much more robust scope. The overnight parking was one element of it that was contemplated. What I am suggesting is just being teased out from that so we can move forward, because, again, and I am only having this conversation because I have been recently approached with the idea that folks want to move forward with overnight parking.

I am trying to be respectful of that, I don't want to hold it up but I want to provide you all with the means and the tools to make some important decisions.

Alderwoman Lu

Thank you.

Chairman O'Brien

I would just like to say to members of the Committee, the way that I looked at the overnight parking. Keep in mind, I don't want to say it's a gem but it is one of these things that once the cat is out of the bag, you are not going to go up to constituents and say, to re-evaluate and change it completely, you know, 180 degrees. So this has to be a very well thought out plan, you know, as we come down into it. So I'm not too much in favor of any type of quick fix. Since the dawn of an automobile I don't think there's been overnight parking in the City of Nashua on the street. And as a matter of fact there were safety concerns in the history of both the Police and Fire Departments.

But I have a question for Director Marchant and that is the Master Plan. Do you see any benefit in running the two programs together? Because is not a hand and glove fit, parking as well as looking (audio cuts out). But I ask Director Cummings as well too.

Director Marchant

I'll say this, it certainly wouldn't hurt. When we are engaging people on a neighborhood level right, there's only so many times that you can take to get out of your house or to do something. To engage with the Government when you have a hundred million other things going on in your world. I think that they are very different scales to some extent. The Master Plan is to talk about some really big topics at the neighborhood level but not necessarily to drill down into every single little solution, right? And what Tim is trying to do with the parking study that he's looking at, is to look at real scale solutions. And so what you never want to do with a Master Plan is talk about potholes, right? You want to talk about strategic decisions and long-term vision. So they are two different scale discussions. It wouldn't hurt to overlap them but I don't know that they need to be overlapped. I think that they could work fine going near each other.

Director Cummings

I guess I would just follow and say that the data, whatever would be collected during the parking conversation, when I say "data" I mean the community engagement, the feedback, whatever recommendations, whatever consensus that can be arrived at would help inform that Master Plan process.

Director Marchant

Yes.

Chairman O'Brien

Alderman Klee I do see you but I do have in front of you, Alderman Jette.

Director Cummings

And Laws, just for the record Brandon Laws has had his hand up for a while too.

Chairman O'Brien

Yes, I'll recognize him after, there is a queue, you know? Alderman Jette.

Alderman Jette

Ok, thank you, Mr. Chairman. I just wanted to say that for my Ward, Ward 5, which is completely different than the downtown, you know, Ward 4, Alderman Lopez is dealing with. I've had people contact me and complain about being able to accommodate kids who have cars that are home because of the home from school because of the COVID thing or on break or on summer or whatever and wanting to be able to park overnight. And they very much want to be able to park overnight on the street. On the other hand, there are people who are adamantly opposed to parking overnight on their street. They don't want strange cars appearing there, they are concerned about it. So there is kind of a battle between those two points of view in this Ward. I can't say that either, I must say that the Parking Department has been very accommodating to people who have temporary needs for parking overnight. If they call the Parking Department, the Parking Department has been very liberal in granting temporary permits so to speak to allow them to park overnight on a temporary basis.

So for my Ward, for Ward 5 I don't hear that there is a great demand that this issue be dealt with immediately. So much so that in trying to assess people's opinions about this virtually, opposed to hopefully this pandemic will be over sometime when we could allow people to gather together in the way we are used to, where they could have neighborhood meetings and express their concerns. From my point of view, from my Ward, I don't think rushing to have the consultant deal with this issue before the pandemic is over. It doesn't seem to be an immediate need here, but that's just my view from Ward 5. So there, I just wanted to say that. Thank you.

Chairman O'Brien

Thank you, Alderman Jette. Alderman Laws?

Alderman Laws

Thank you, Chairman. I want to try to connect the two thoughts because Alderman Jette is completely correct and Director Cummings is trying to do the right thing. But we are in the middle of a pandemic and the reason I brought this to Director Cummings' attention is because my first night back at work I was literally accosted by a constituent who couldn't get his overnight pass because City Hall was closed and he kept on getting \$25.00 tickets and it's just one person, I mean there are several other that complained to me. Ultimately, to me the overnight parking is a poor tax because people who live in Alderman Jette's Ward probably really have to worry about parking on the street at night and waking up to a \$25.00 ticket on their car the next morning. Whereas the people who live downtown, who are the people who are working downtown, who are working restaurants, they don't own a house, they don't necessarily have a tone of money. Those are the ones who are waking up every morning with a \$25.00 ticket. And again, to Alderman Jette's point, I mean Parking Enforcement may be liberal with some folks, but they certainly aren't liberal with others. And while we sit here and deliberate about what to do, there are people who have been out of work for months and they are getting \$100.00s of dollars of overnight parking tickets. That's, for me, a very important thing that we should address now.

And so while I appreciate Director Cummings coming to us with the idea for the study, I would be much more inclined to say on the heels of the same thing that we just did with the mask ordinance. We are in the middle of a pandemic and until the State of Emergency is lifted and we get into Phase III, why don't we just put a halt on overnight parking altogether and then give us some more time to think about it. You know, I mean instead of spending \$6,000.00 on a study, we are not going to lose that much money in revenue from the overnight parking tickets and we all get to see a small microcosm in time how it is going to affect the City, how it is going to affect the emergency vehicles; which by the way that argument doesn't make much sense to me either because they still go to buildings in the day time when cars can park on the street. So I appreciate what you are trying to do Director Cummings, I don't think that respectfully I don't think other people appreciate the urgency of this issue. And it is something that I have been knocking on the door of since I was first elected. And I keep on being patient about it, and waiting, there's a study coming, there's a study coming. The study hasn't happened, these people are desperate, you know? They can't afford these tickets.

So we either need to reduce the fine or eliminate it altogether and then we can figure out you know what the consultant says we should do. In my humble opinion, thank you, Chairman.

Chairman O'Brien

Alderman Klee?

Alderman Klee

Thank you, Chairman. I have to apologize to Alderman Laws because I am going to somewhat disagree with him. I understand what we are saying about just lift up the ban and I am going to tell you a few reasons why this could become an issue and I also want to add to what Alderman Jette said in that they have been generous. I have had people that were getting tickets and I asked them to contact parking and they contact parking on a regular basis and they are not getting the tickets. Parking understands that because people are home during this time and they have to park on the street and they have been extraordinary I think in my opinion. The problem that I have with it and I am going to come and talk back with some of the things that Alderman has said and one of the issues is that when I talked to Fire was that in the middle of the night, at 3:00 a.m. and a fire is going off and cars are parked all over, they don't which car belongs to who. And one of the case in points I can talk about is that we have here in Ward 3, we have a multiple unit that at one time, there were maybe three cars that were used for it. Suddenly one of the units they turned into a five bedroom. They turned it into a five bedroom and they are renting it out to someone of BAE and they all have a vehicle. So now all of these cars would be parked out on the street. The gentleman that I am speaking of is not going to be happy with me, because I want this to be done right. I don't want to just lift the ban and suddenly all of these five cars are parking on that street where the residents are living and no one knows where those cars belong.

I had at one point thought, well maybe what you could do is you could put a note in your window that says, "this car belong to 9 Maywood Drive". And then I thought well people are not going to not want to say exactly where their car belongs to. I don't know the answer to that, that's relative to the fire and so on. It is because these fires that happen in the middle of the night, during the daytime, they can probably easily who it belongs to this car, someone is going to see a fire and they are going to run out. When everybody is sleeping it's not quite as easy and they have to get the ambulance and so on.

And some of the streets in Ward 3 French Hill and so on, can be narrow enough that this could become an issue and I don't want to create that issue. I would really like it to be done in a very, I don't think this is like the mask law. I think this really needs to be done in a very specific kind of study. I think that our parking enforcement has been very, very generous, I think on a case-by-case basis so I would hope that the people that are, and I know that they are probably coming down hard on you. I would hope that they would try to get ahold of parking enforcement and see if we can't work something out. Maybe we can do something on that nature but I don't really want to see this be lifted up. We have too many narrow streets through Ward 3. And unlike Ward 5 where they are kind of wide, I have some very wide streets. My street, for instance, Maywood Drive, if everybody were to park out on the street which just happened from my neighbors that have had parties and people have stayed overnight, there's still plenty of ease to get through and so on even if people parked all the way up and down the street. That's not quite so much in some of the more narrow streets like Norton Street and so on.

And so I think this needs to be a really thoughtful process and don't just lift it up in the City. That is one of those genies you are never going to get back into that bottle. I really don't think you are going to do that. Again, just my opinion. And I apologize for disagreeing with you, Alderman Laws. Because we always seem to be on the same page.

Chairman O'Brien

Alderman Laws I will recognize you in a second, but before we get into the great debate, Director Cummings has agreed to stick around and this is not the only subject. So if you want to take the full meeting on this particular subject, feel free. As Chairman, I will moderate. However, there's other topics that need to be discussed and also there is a possibility of a non-public session. To that mind, Alderman Laws.

Alderman Laws

Thank you, Chairman. I said my piece, I can just point to this meeting to anybody who comes to me with overnight parking problems in the future and they will see that I said what I said, and you guys said what you said. And we can continue on. Thank you.

Chairman O'Brien

Thank you, Alderman Laws. Any other further questions by members of the Board? Seeing none. Next on the discussion; Director Cummings?

REMARKS BY THE ALDERMENDirector Cummings

Thank you, Mr. Chairman. A couple items I wanted to talk about first and it was a Memo sent earlier in the week which I believe was in your packet and I came, I believe, at the request of Chairman Tencza, which was just a quick overview and updated on the New Market Tax Credit efforts. So there's been no real material change. We are in a holding pattern. I will note that we are anticipating announcements anytime now. We were told after the 4th of July is when we should anticipate hearing something. So we are waiting, we are preparing and working as though we are going to be in receipt of a New Market Tax Credit, but obviously we can't count our chickens until the eggs hatch. So that's really all I was going to say on that. But I didn't know if there were any particular questions on New Markets?

Chairman O'Brien

Any questions by members of the Committees?

Director Cummings

There's also one thing, Mr. Chairman, that I was going to say. I was actually thinking of hosting just a New Market Tax Credit Work Session maybe in the afternoon sometime over the next week or so of just a New Market Tax Credit 101. I've actually did it for this body at one of your meetings two or three years ago now. I know we have some newer members to the Board of Aldermen who may not have seen that or some folks may just want a refresher on how it works. I was thinking that was something I would do in the next week or so and to Alderman Laws' point maybe sometimes you just don't want to revisit things, which is fine too. It is a very complicated program.

Chairman O'Brien

Very good, any questions by members of the Committee? Seeing none, next on what you want to discuss? Alderman Lu, did you want to have a question?

Alderwoman Lu

Yes I did. I'm sorry, I am not on the Committee and I was waiting for – just a quick question. I understand Sullivan Brady was part of a large New Market Tax Credit?

Director Cummings

No.

Alderwoman Lu

OK could you just clarify, my husband shouted into me something about that. And he said it had to do with the Performing Arts Center.

Director Cummings

So what I believe he may be referencing has nothing to do with New Market Tax Credits is Brady Sullivan, through Arthur Sullivan, pledged a large contribution. I don't know the exact number, I believe it was in the newspaper recently to the Performing Arts Center using CDFA Tax Credits, which is a different type of tool being utilized.

Alderwoman Lu

Right, thank you.

Chairman O'Brien

Further questions by members in attendance? Seeing none, segway into Director Cummings.

Director Cummings

Thank you, Mr. Chairman. So School Street Development, I just thought I would be remiss not to bring this up and just quickly talk to you all because I do know that this is an important item for PEDC and Infrastructure. It has been one of my operational goals in my budget for the last 3 or 4 years where we have talked about developing the School Street Parking Lot. It is one of the 3 goals I have set for myself over the years. We are getting close to it. There is Legislation that was filed, it's in the Budget Review Committee right now, where we are hoping it will be heard and voted out in short order. I do know that Corporation Counsel is working on questions that were proposed by Alderman Jette. And I believe that they are making their way back to the Budget Review Committee, as well as there has been some concern or some angst from some of the abutters about the loss of parking. And, of course, change is scary and that's what this is, is change.

Being very sympathetic and understanding that concern, the Mayor and I have been out reaching to all the abutters and to all the neighbors to talk about the development. I am not sure we are going to be able to satisfy all the abutters and their concerns, but we are certainly trying. Because the last thing we want to do is make anyone feel like they are being put out. But it is a project that we are still working on and I just thought I would touch base with you all on it because it has been something that I know a hot topic lately.

Chairman O'Brien

Thank you, Director Cummings. If I may, I am excited with this project because that School Street Parking Lot at one time historically was residential part of a neighborhood even though it was blighted at the time. It is referring back to its original residential status. But I see adjacent to part of the parking lot of that property is the Pennichuck Corporation and they are building a new parking garage. Could that be a good neighbor, could a policy be formed with a good neighbor to try to assist one of the abutters that may have some concern in the parking situation in that neighborhood?

Director Cummings

It's definitely something that we could explore, I think that is a great conversation we should have. We should look at, and I've said this before, parking should be looked as a utility managed for the common good in a downtown area. Although it would be private parking, developing shared parking arrangements is a best practice that we should try to encourage and it is definitely a point well taken that I will see if there's any appetite to try to alleviate the parking concerns to see if that supply is available.

Chairman O'Brien

Ok, any questions by members of the Joint Committees in attendance? Seeing none, ok, we do have the possibility of a non-public session. If the Joint Committee so wants to get into it. What we are going to discuss is the information that has been provided on the Burke Street properties. The reason we are going to go into non-public session is this is a real estate negotiation that is private between the City of Nashua and the purchaser of the property. To respect that, I am going to refer to the State RSA's which say that for that reason we can go into a non-public session. I wish I had the proper verbiage but this was something that Director Cummings said that he is willing, with additional raw information that has just occurred, that he is going to discuss while the two Committees are in joint session.

So I would like to take that opportunity. So therefore, I would be looking for a motion to go by the guidelines of the State RSA where it could have an effect on the negotiations for the City of financial gains and to go into a non-public session. Do I have such a motion.

Alderman Lopez

I am willing to make the Motion but I would also like to ask the Chair, we had a non-public session regarding the School Street Property in the past. What is the procedure for unsealing that, I feel like the cats out of the bag for that?

Chairman O'Brien

Well if your relation to what we just discussed that wasn't anything that wasn't into the non-public. I think Director Cummings, and help me out if you may. This is going to get into possibilities of negotiation and everything else and update. I think you can understand we don't want that out there in the public at this particular time. In order to accept it and accept any deals, I want to assure the public when it comes at the right time, all this will be brought up in the public format.

Alderman Lopez

Alright so I guess my question then to you as Chair is can we discuss that, unsealing that non-public session after we conduct this one?

Chairman O'Brien

I will refer you to the Legal Department on that.

Director Cummings

Did I fairly answer that correctly?

Director Cummings

Yes.

Chairman O'Brien

Ok, thank you.

Mr., Morrison

Will you be coming back?

Chairman O'Brien

I think that exactly at this point, this is the last item, Director Cummings you wish to discuss?

Director Cummings

Yeah this would be the last item correct.

Chairman O'Brien

And Jeff to the public, thank you Jeff for reminding me, at this particular point to the public, we are going to discuss this and then we are going to convene and thus terminate the meetings, as what we have done in the past. So we will get the update from Director Cummings.

Alderman Lopez

Can I amend my Motion to be after public comment then?

Chairman O'Brien

I don't have on my script public comment, but does anybody want to have public comment.

Alderman Lopez

I just figured there's people here, we shouldn't just close the window if they want to say something.

POSSIBLE NON-PUBLIC SESSION

Chairman O'Brien

Is there anybody out there that wants to have public comment? Seeing none, we have a pending motion in front of us. The motion is to go into non-public session. Will the Clerk please call the roll?

MOTION BY ALDERMAN LOPEZ TO ENTER INTO NONPUBLIC SESSION PURSUANT TO RSA 91-A:3 d) CONSIDERATION OF THE ACQUISITION, SALE, OR LEASE OF REAL OR PERSONAL PROPERTY WHICH, IF DISCUSSED IN PUBLIC, WOULD LIKELY BENEFIT A PARTY OR PARTIES WHOSE INTERESTS ARE ADVERSE TO THOSE OF THE GENERAL COMMUNITY, BY ROLL CALL

A viva voce roll call was taken which resulted as follows:

Yea: Alderman O'Brien, Alderman Lopez, Alderman Schmidt, Alderman Tencza, Alderman Laws, Alderman Jette 6

Nay: 0

MOTION CARRIED

Committee entered Non-Public Session at 9:08 p.m.

ADJOURNMENT

MOTION BY ALDERMAN LOPEZ TO SEAL THE MINUTES OF THE NON-PUBLIC SESSION OF JULY 8, 2020 BY ROLL CALL

A viva voce roll call was taken which resulted as follows:

Yea: Alderman O'Brien, Alderman Lopez, Alderman Schmidt, Alderman Tencza, Alderman Jette 5

Nay: 0

MOTION BY ALDERMAN SCHMIDT TO ADJOURN BY ROLL CALL

A viva voce roll call was taken which resulted as follows:

Yea: Alderman O'Brien, Alderman Lopez, Alderman Schmidt, Alderman Tencza, Alderman Jette 5

Nay: 0

MOTION CARRIED

The meeting was declared closed at 9:37 p.m.

Alderman Jan Schmidt
Committee Clerk



Nashua Riverfront Master Plan Implementation Conceptual Design Review

July 8, 2020



HALVORSON
Tighe&Bond STUDIO
The H.L. Turner Group Inc.

Six **BIG ideas** for Nashua's Riverfront



CONNECTIVITY

Create a continuous riverwalk that connects Downtown Nashua, surrounding neighborhoods, Broad Street Parkway and Mine Falls Park with a priority on improved connections to Main Street.



ENVIRONMENTAL STEWARDSHIP

Manage and maintain the vegetation along the riverfront, create green infrastructure for stormwater management and manage riparian and aquatic invasive species with a priority along the riverfront at the Millyard Technology Park.



ACCESS TO THE RIVER

Create visual and physical opportunities to access the river throughout the downtown riverfront area with a priority on a new dock structure and fountains West of the Main Street bridge.



RECREATION & GREEN SPACE

Preserve existing and add new green space within the river corridor. Create new opportunities for recreation and public gathering in, on and around the river with a priority on improvements to Parc de Notre Renaissance Francaise.



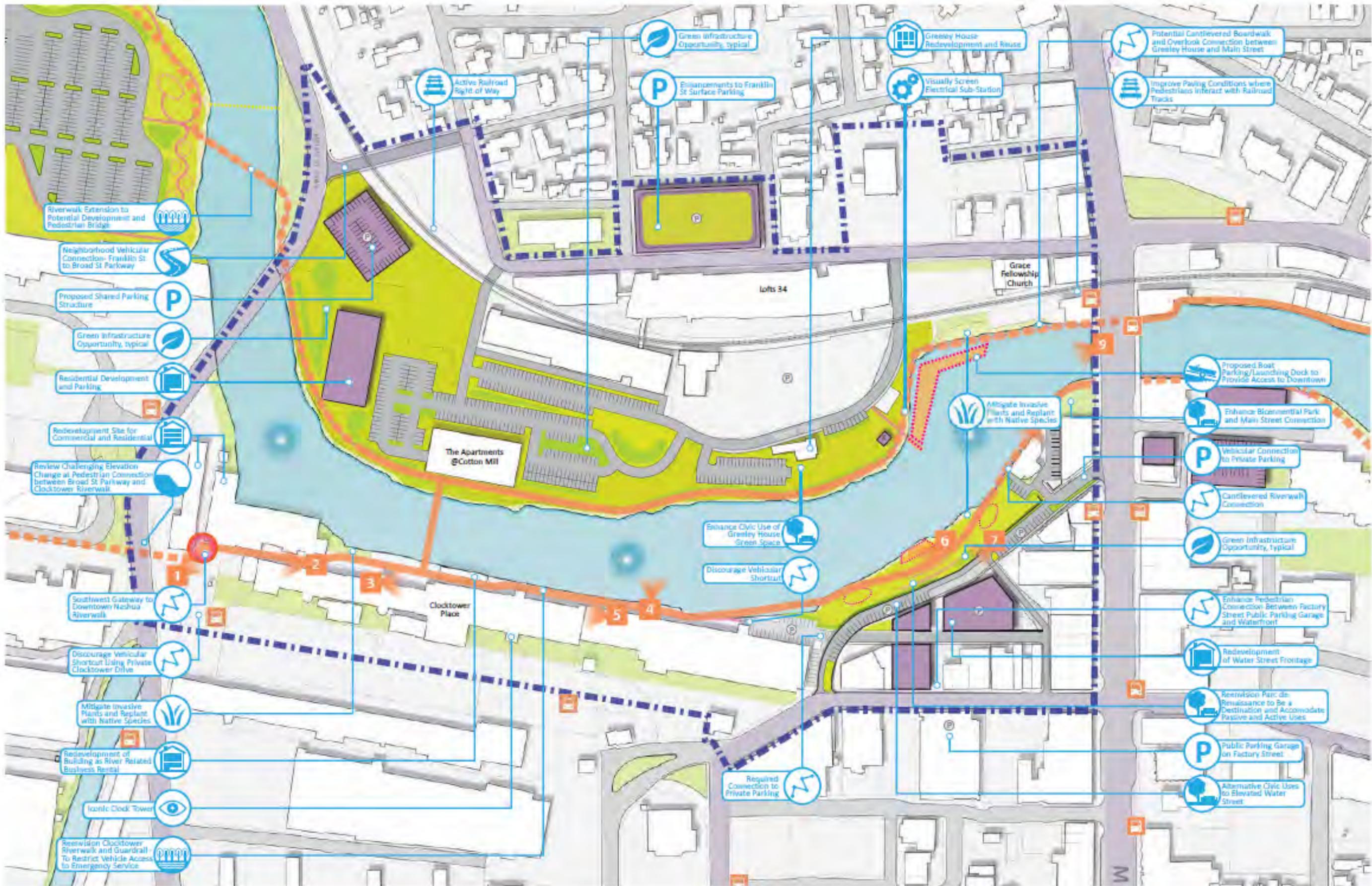
FLOOD RESILIENCY

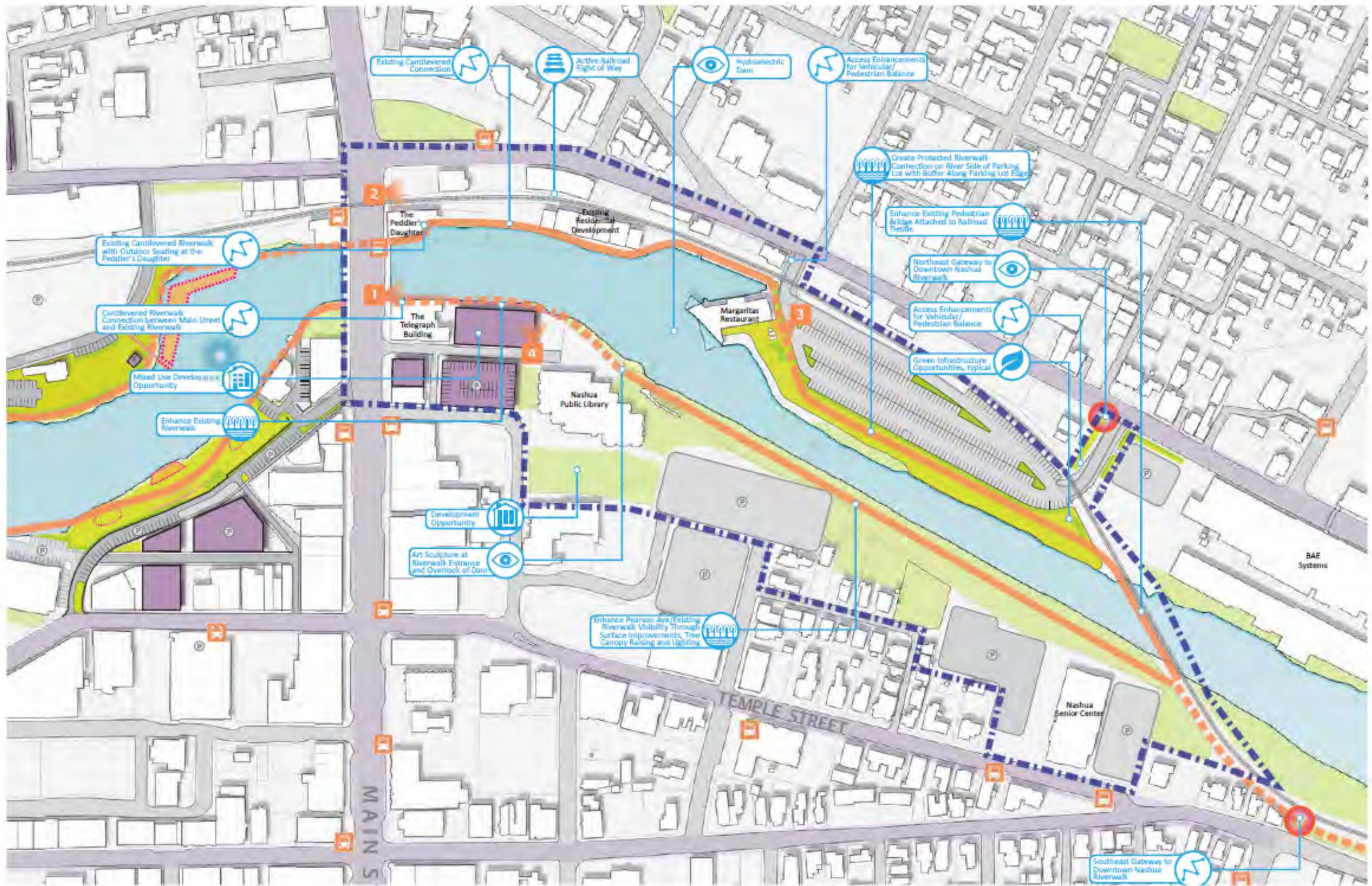
Promote flood resiliency in future riverfront development and retrofit or relocate critical infrastructure to improve flood resiliency when possible, with a priority of the electrical substation on Front Street.



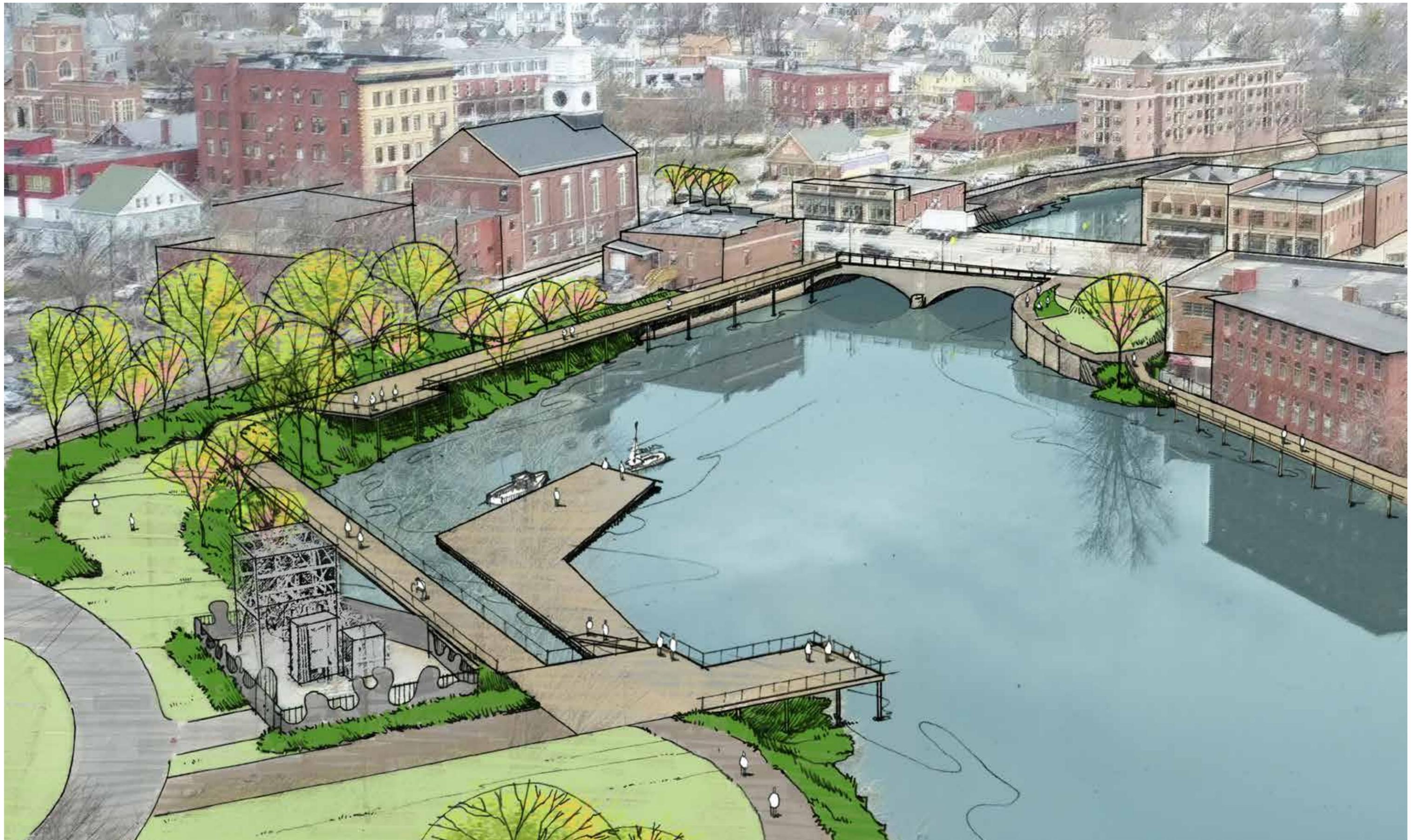
ECONOMIC DEVELOPMENT

Capture value created by new development along the riverfront to make capital improvements with a priority on the execution of improvements as defined in the focus areas of the riverfront plan.

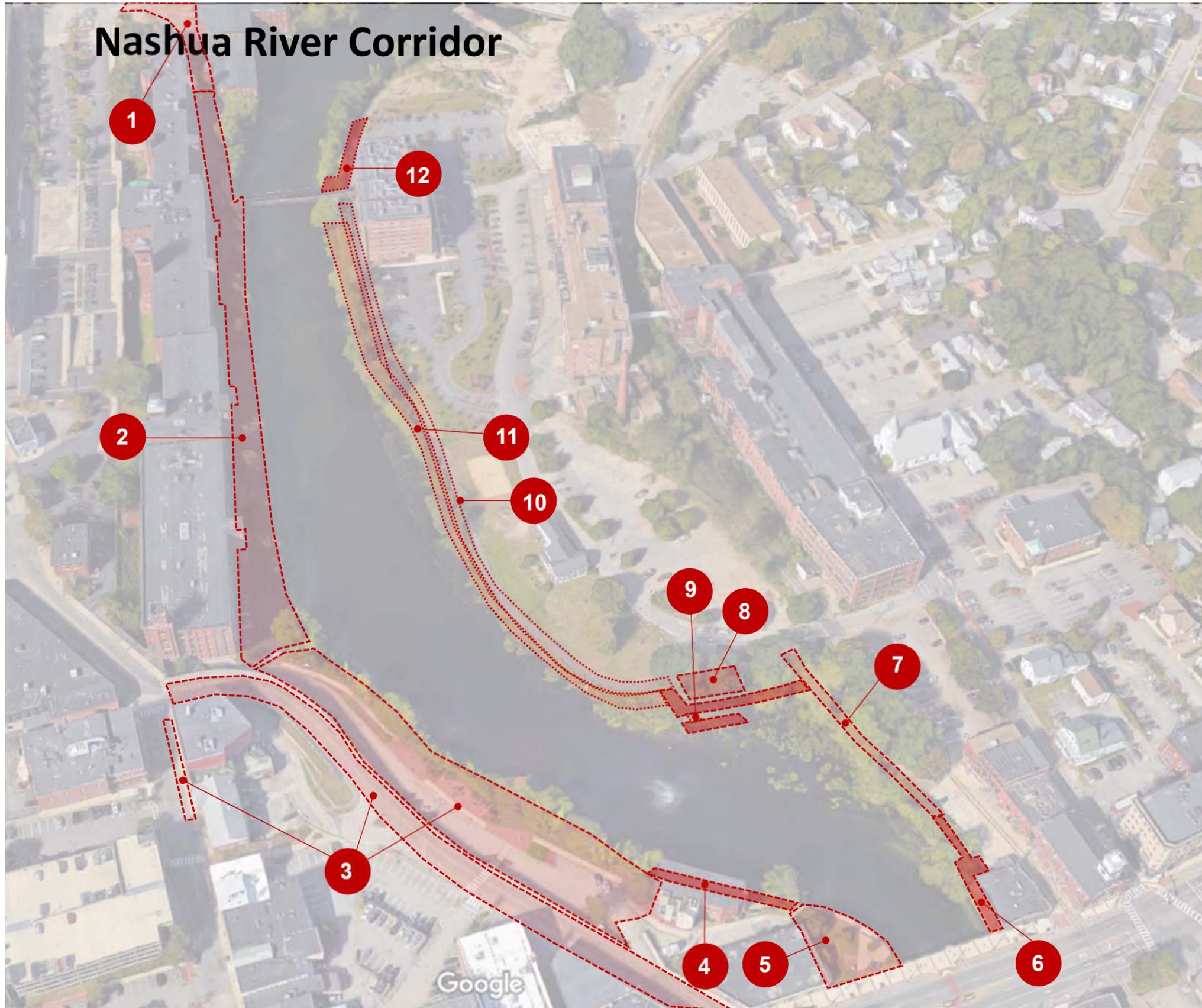








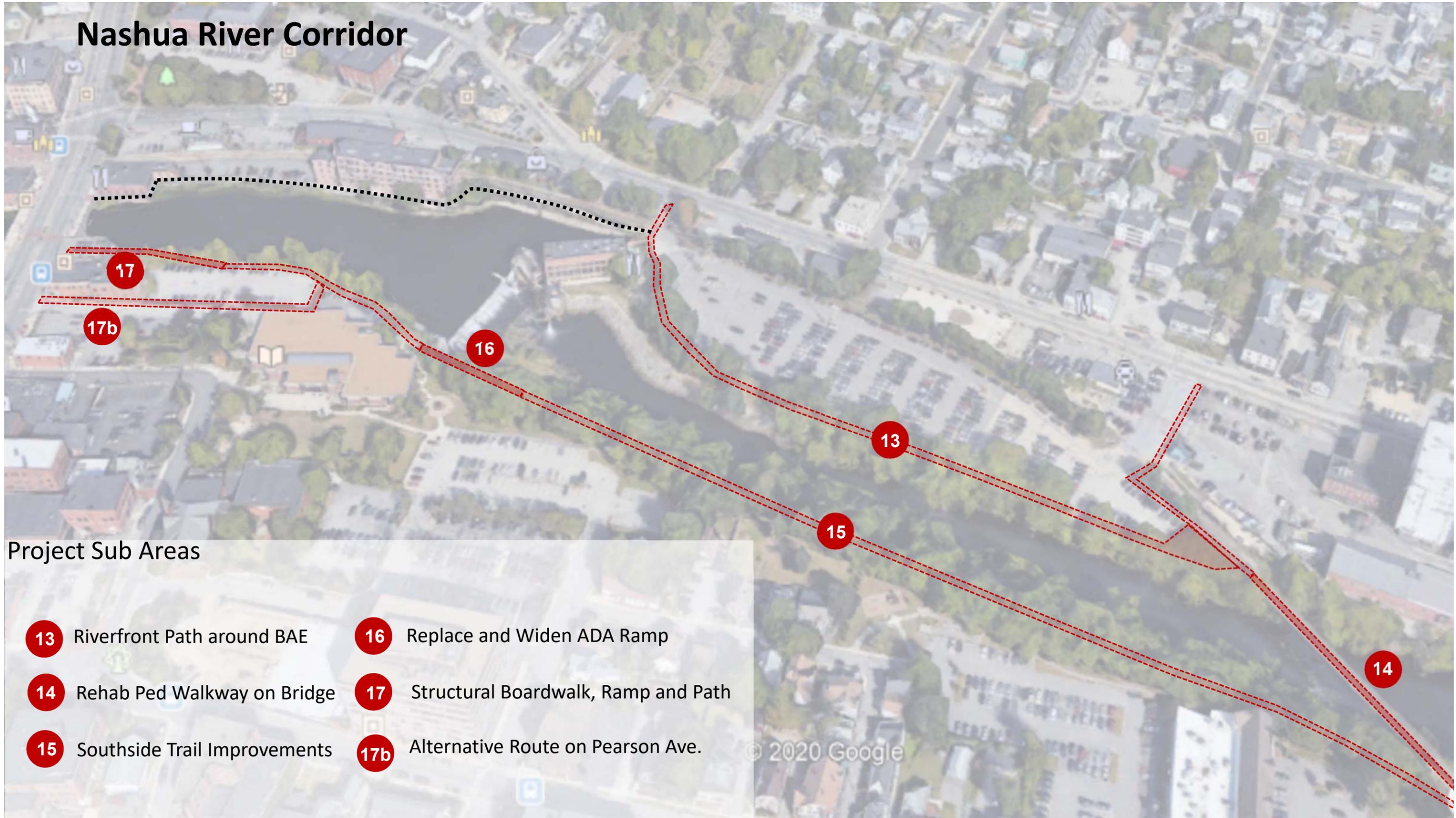
Nashua River Corridor



Project Sub Areas

- 1 Ped Enhancements to Pine Street
- 2 Factory St Extension Improvements
- 3 Parc de la Renaissance Park Improvements, Revise Water St and Factory St Parking Layout.
- 4 New Boardwalk & Ramp
- 5 Renovation to Bicentennial Park
- 6 New Boardwalk & Ramp to Main St.
- 7 Multipurpose Path Improvements
- 8 Substation Screening
- 9 Boardwalk Connector and Floating Dock
- 10 Potential Trail Improvements / Nodes
- 11 Potential Riverbank Enhancements
- 12 New ADA Ramp to Cotton Transfer Bridge

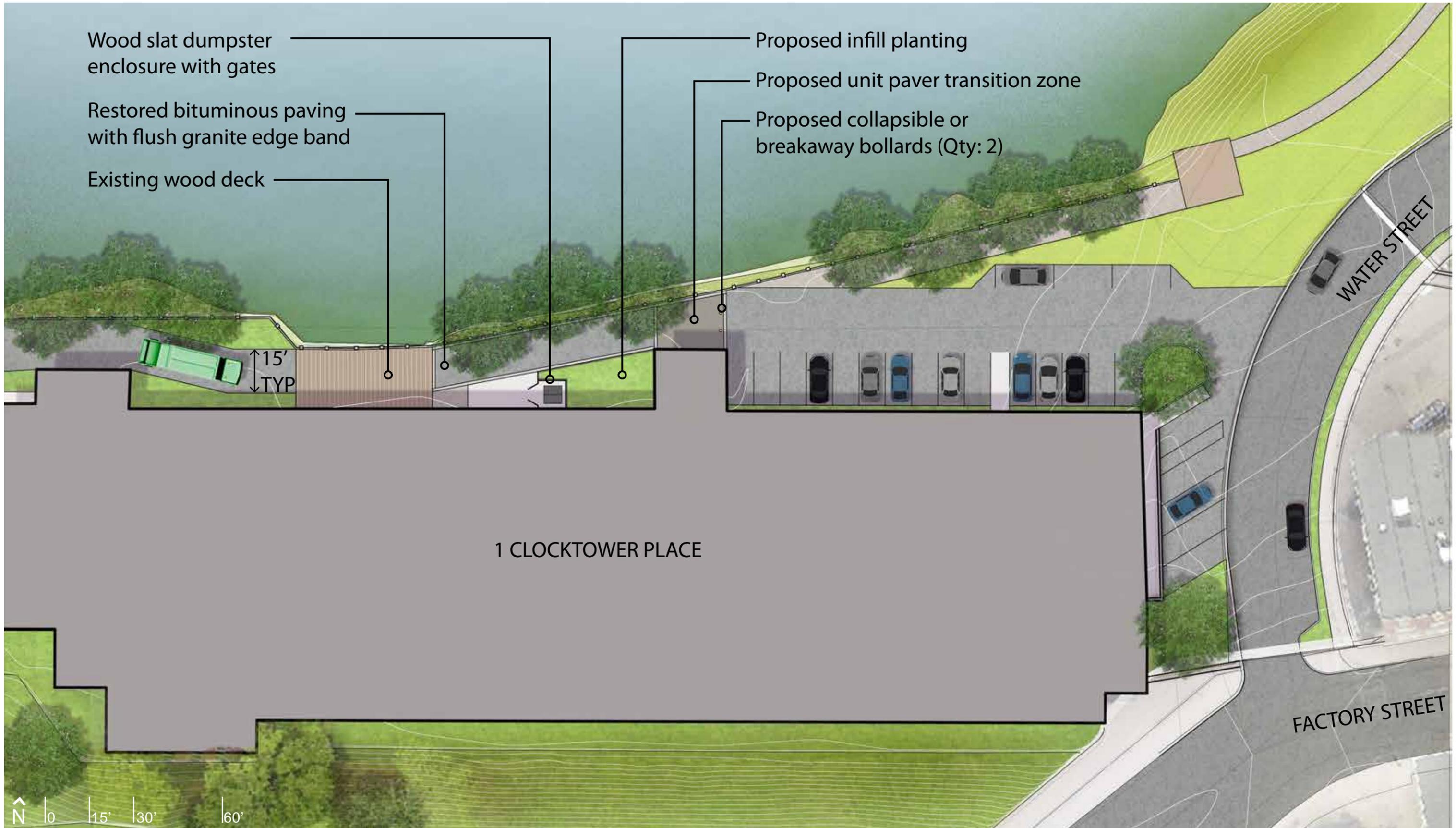
Nashua River Corridor



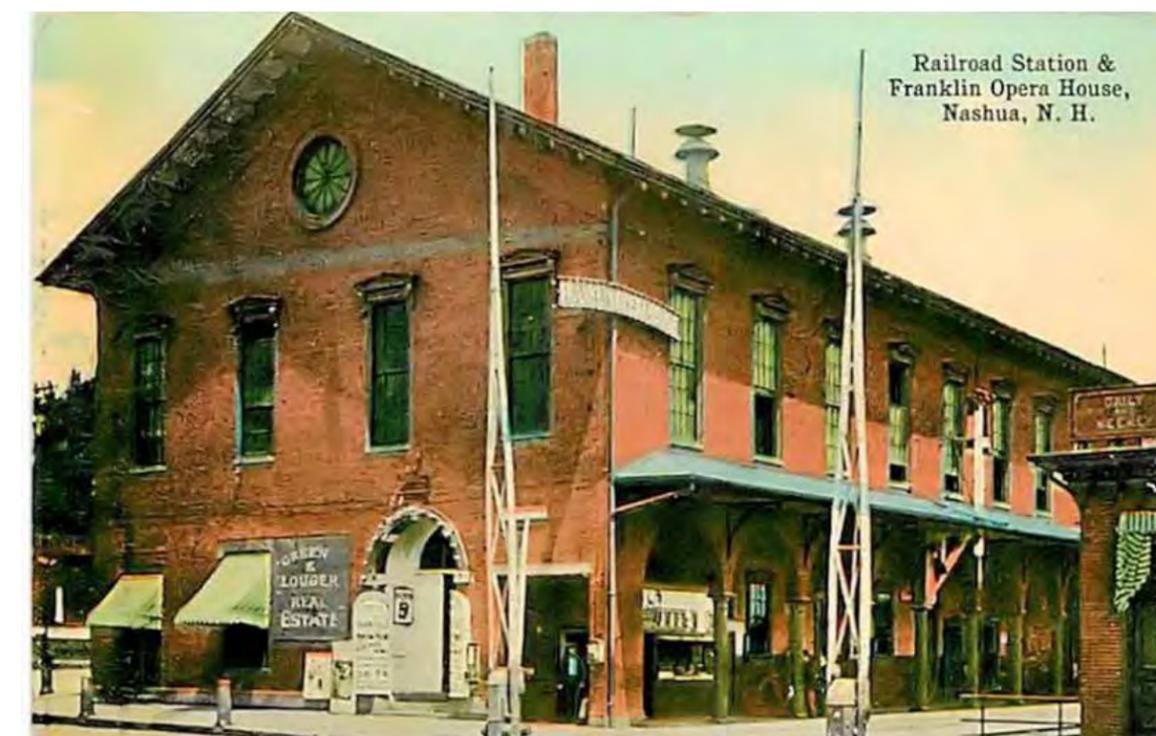
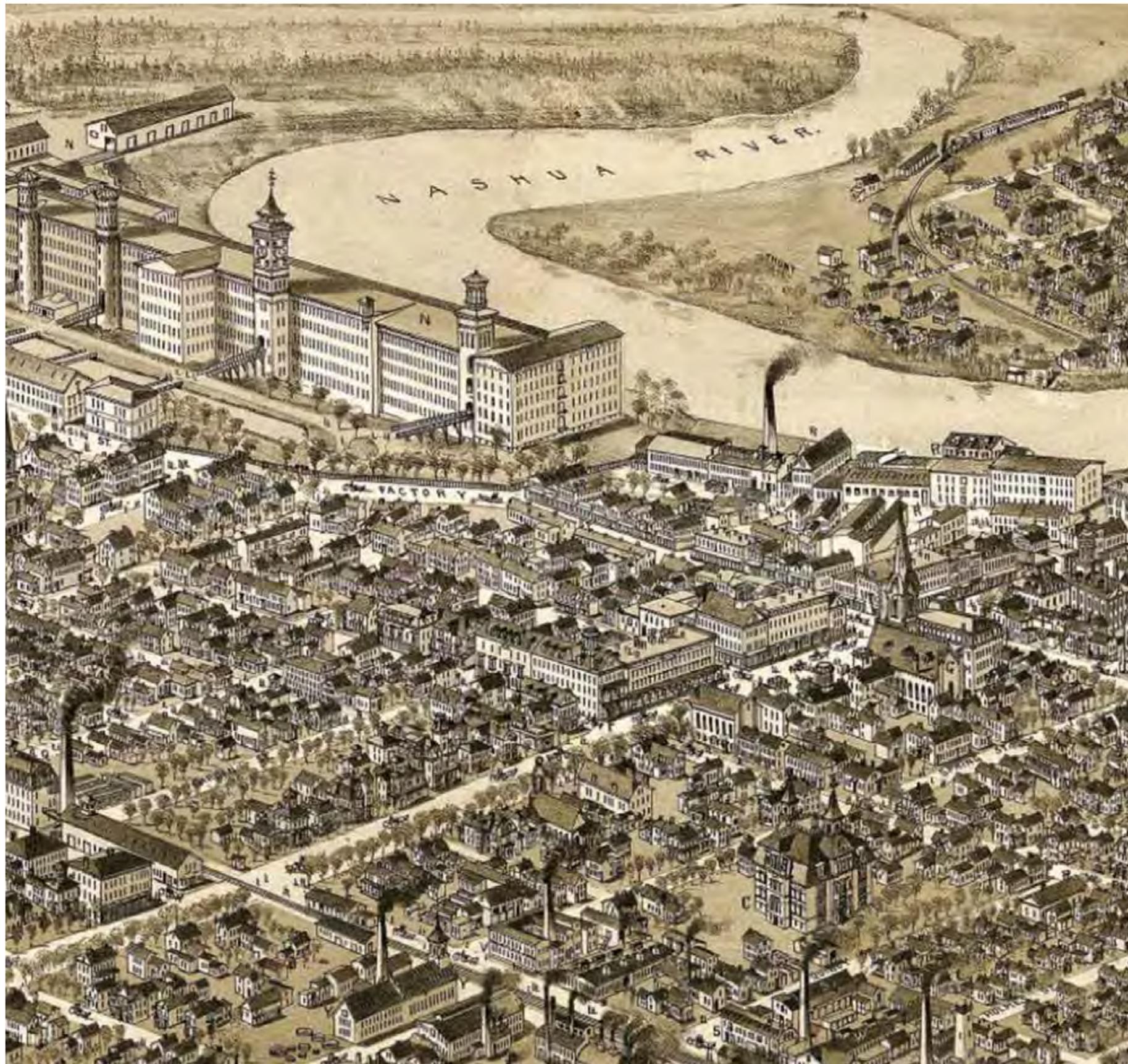
Project Sub Areas

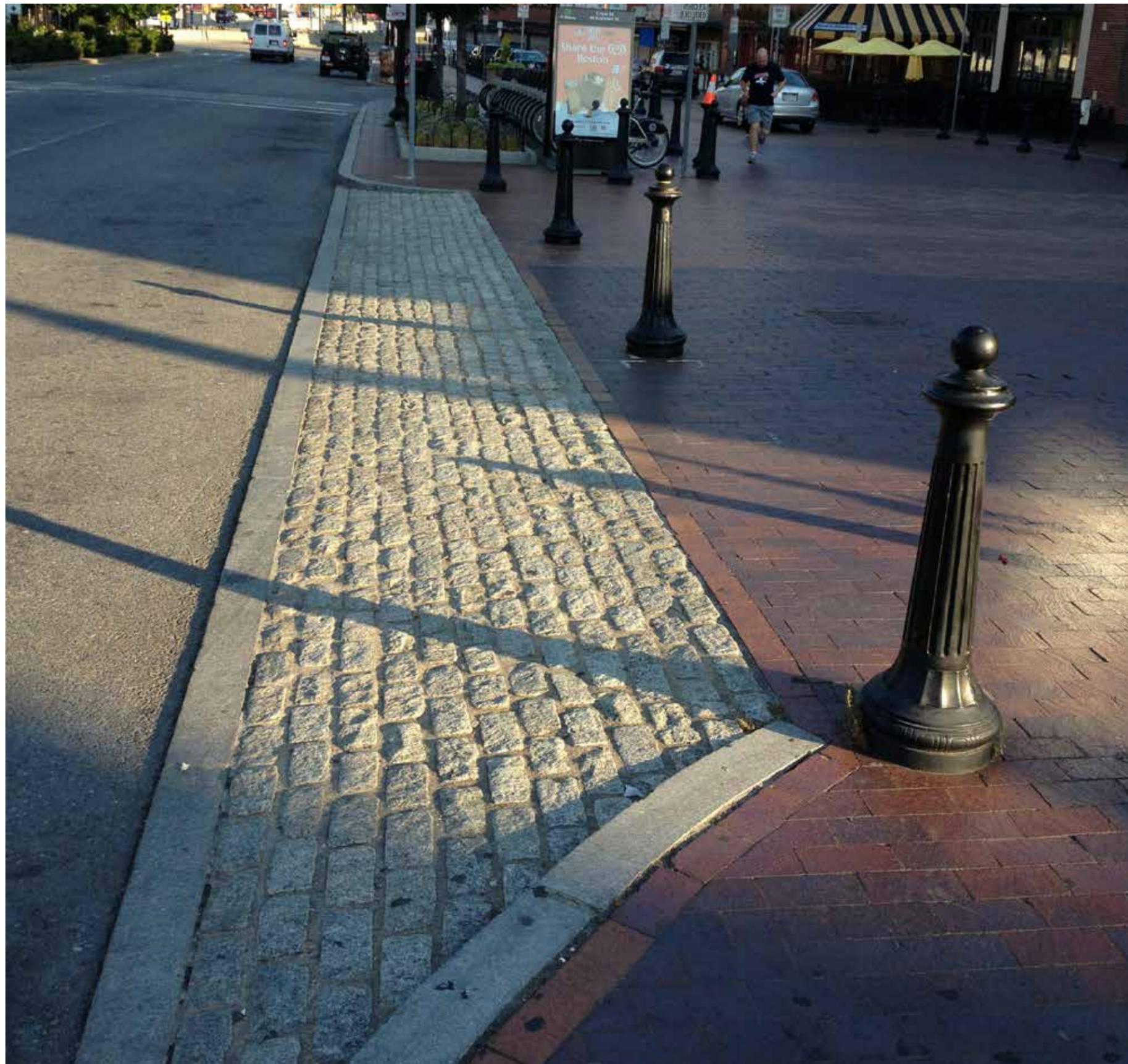
- | | |
|----------------------------------------|-----------------------------------------------|
| 13 Riverfront Path around BAE | 16 Replace and Widen ADA Ramp |
| 14 Rehab Ped Walkway on Bridge | 17 Structural Boardwalk, Ramp and Path |
| 15 Southside Trail Improvements | 17b Alternative Route on Pearson Ave. |



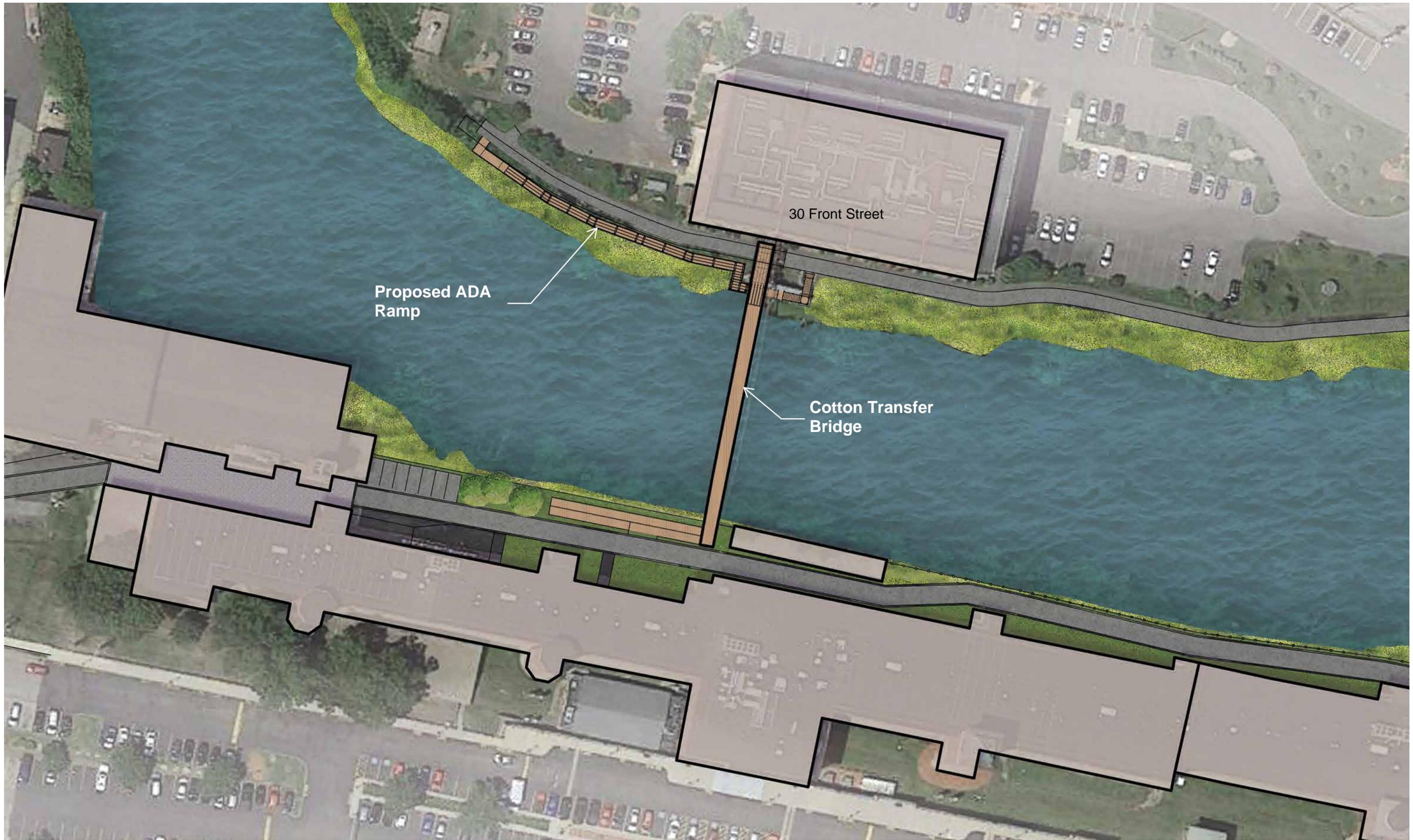


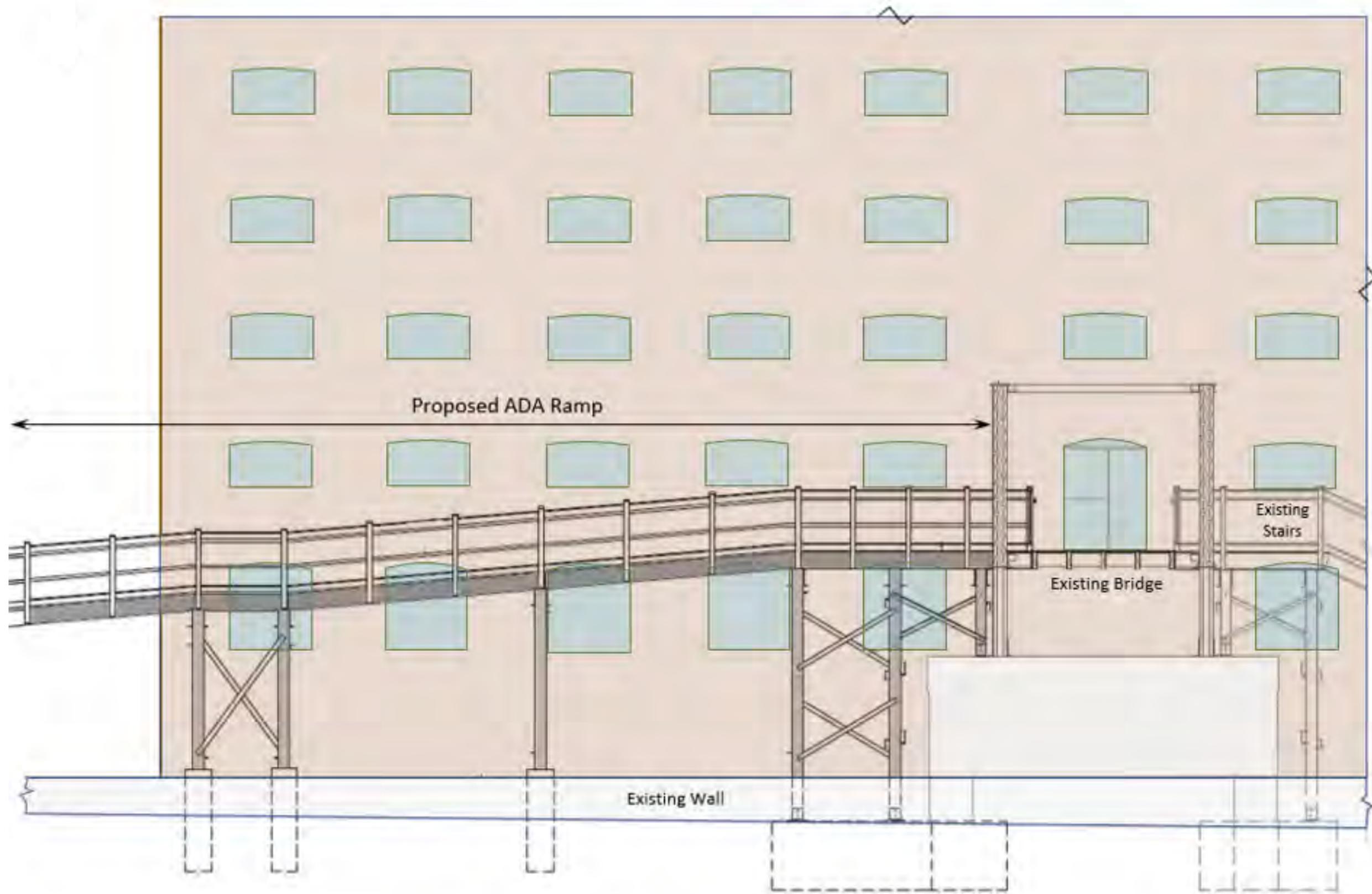




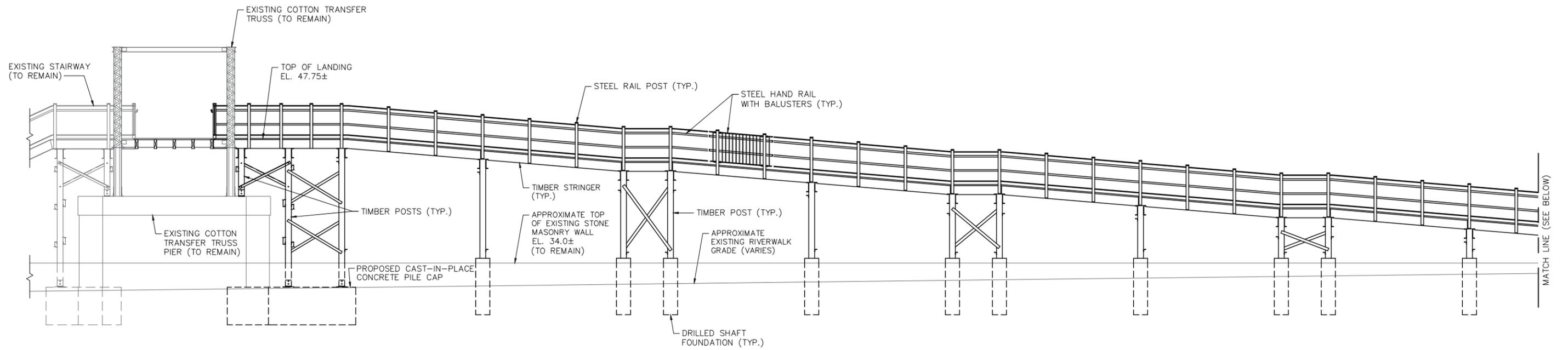






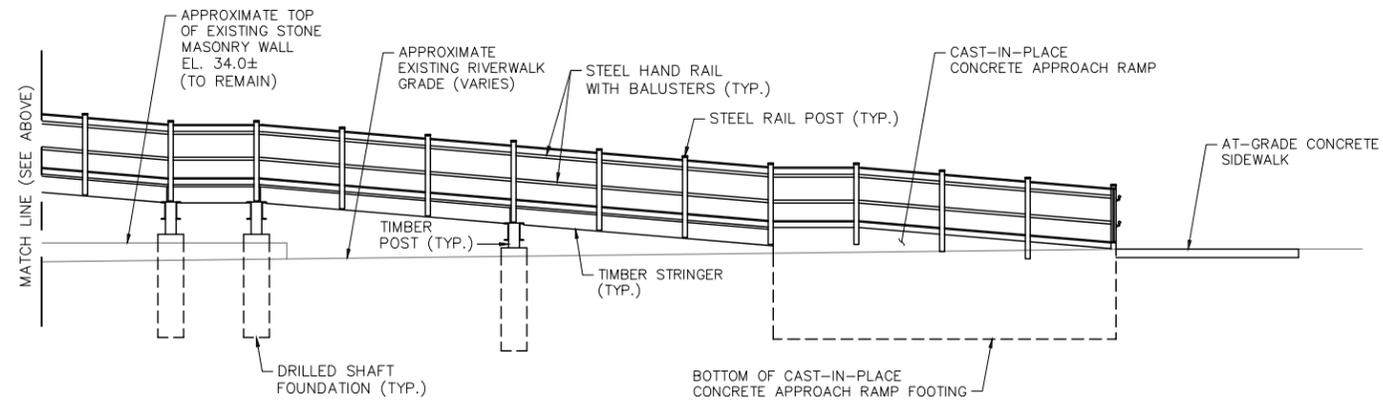


Approximate Visual Impacts of Proposed ADA Ramp against Existing Building



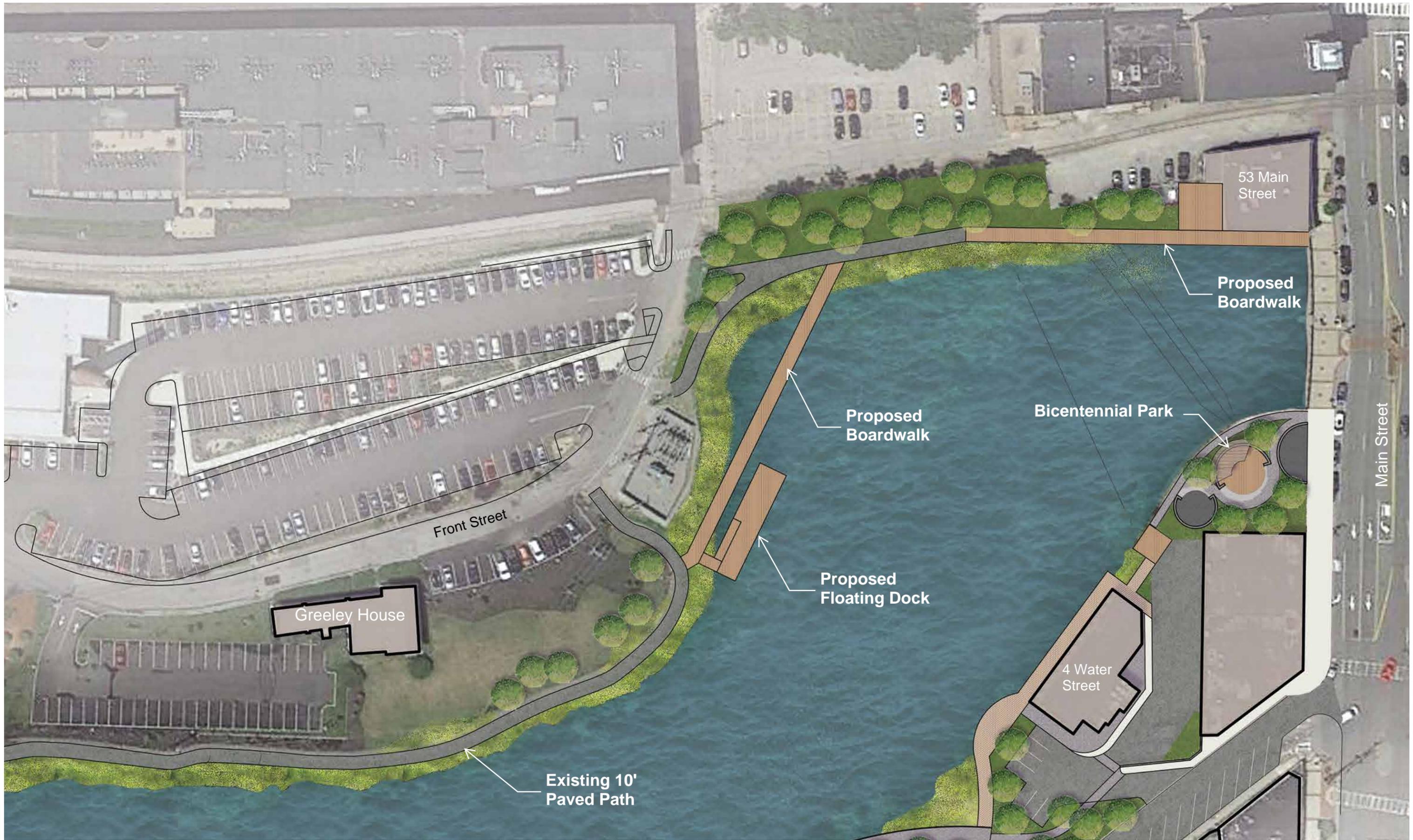
CONCEPTUAL ELEVATION

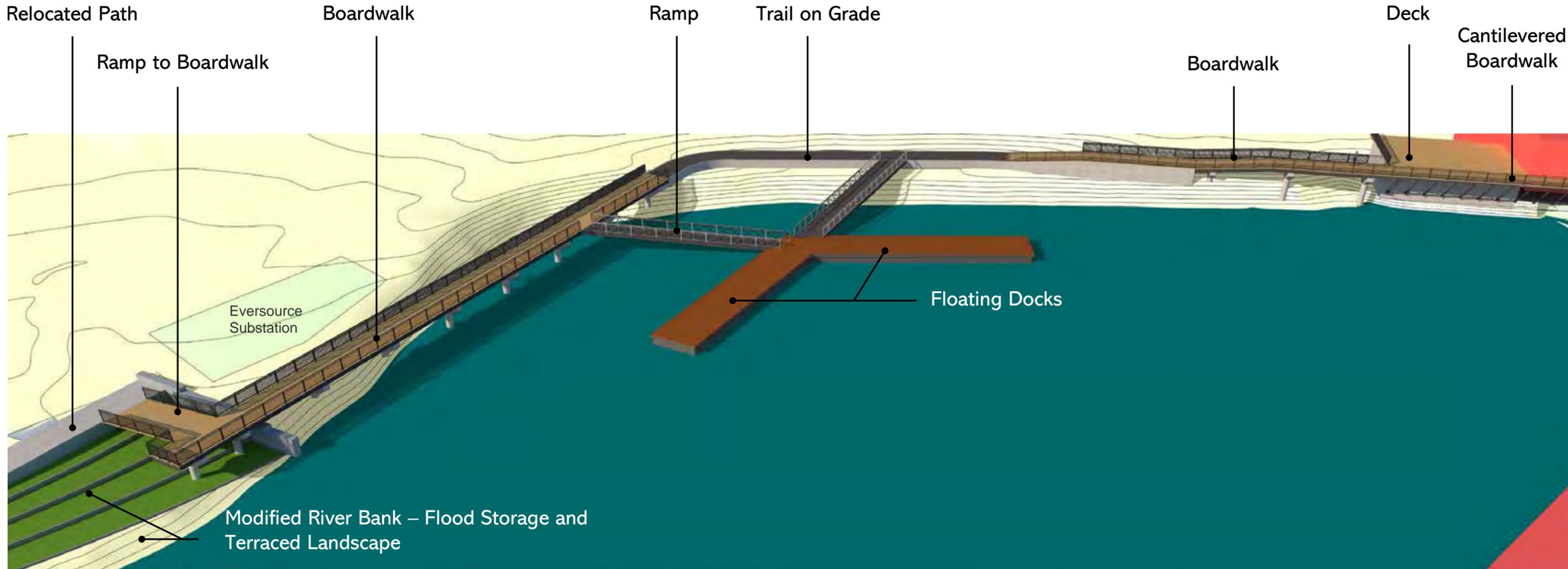
SCALE: 3/16" = 1'-0"

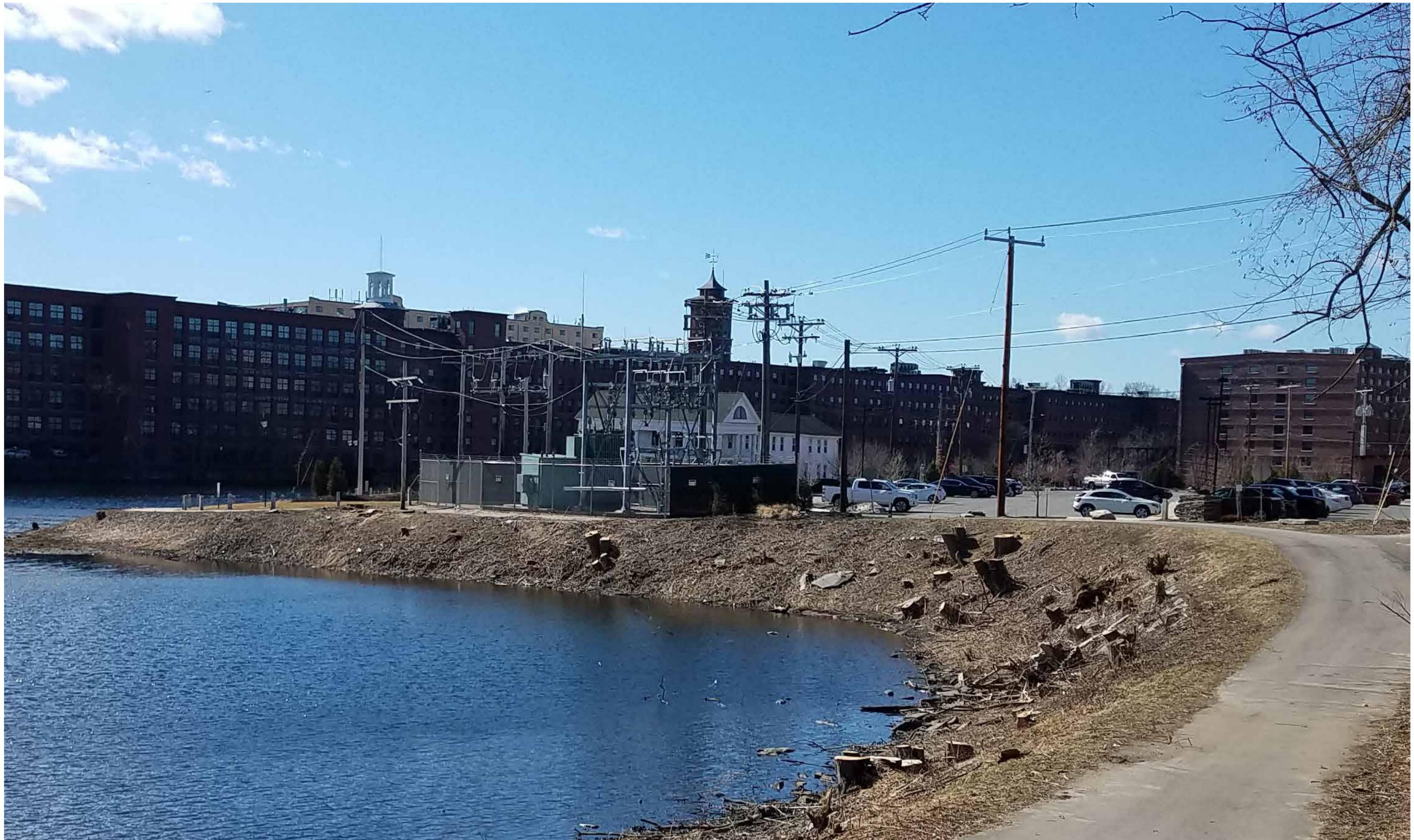


CONCEPTUAL ELEVATION

SCALE: 3/16" = 1'-0"







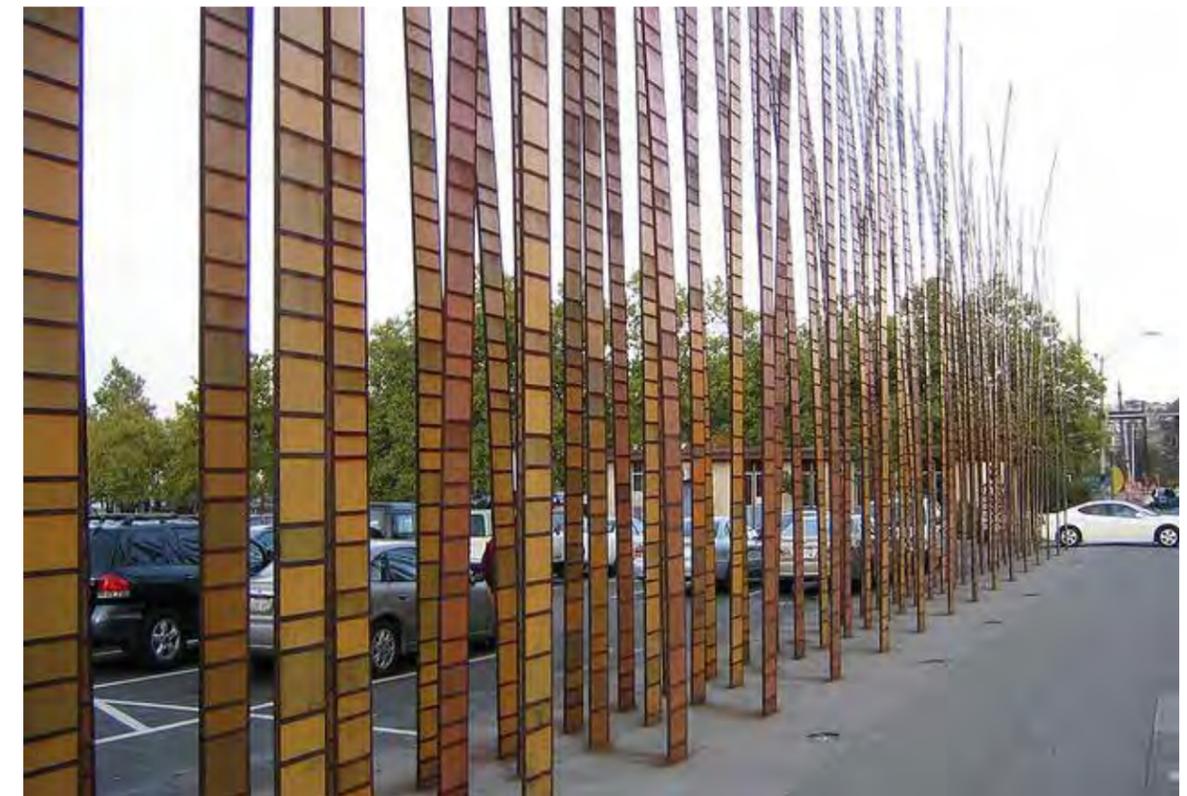


SUBSTATION/GREELEY HOUSE AREA - PROPOSED CONDITIONS

DRAFT



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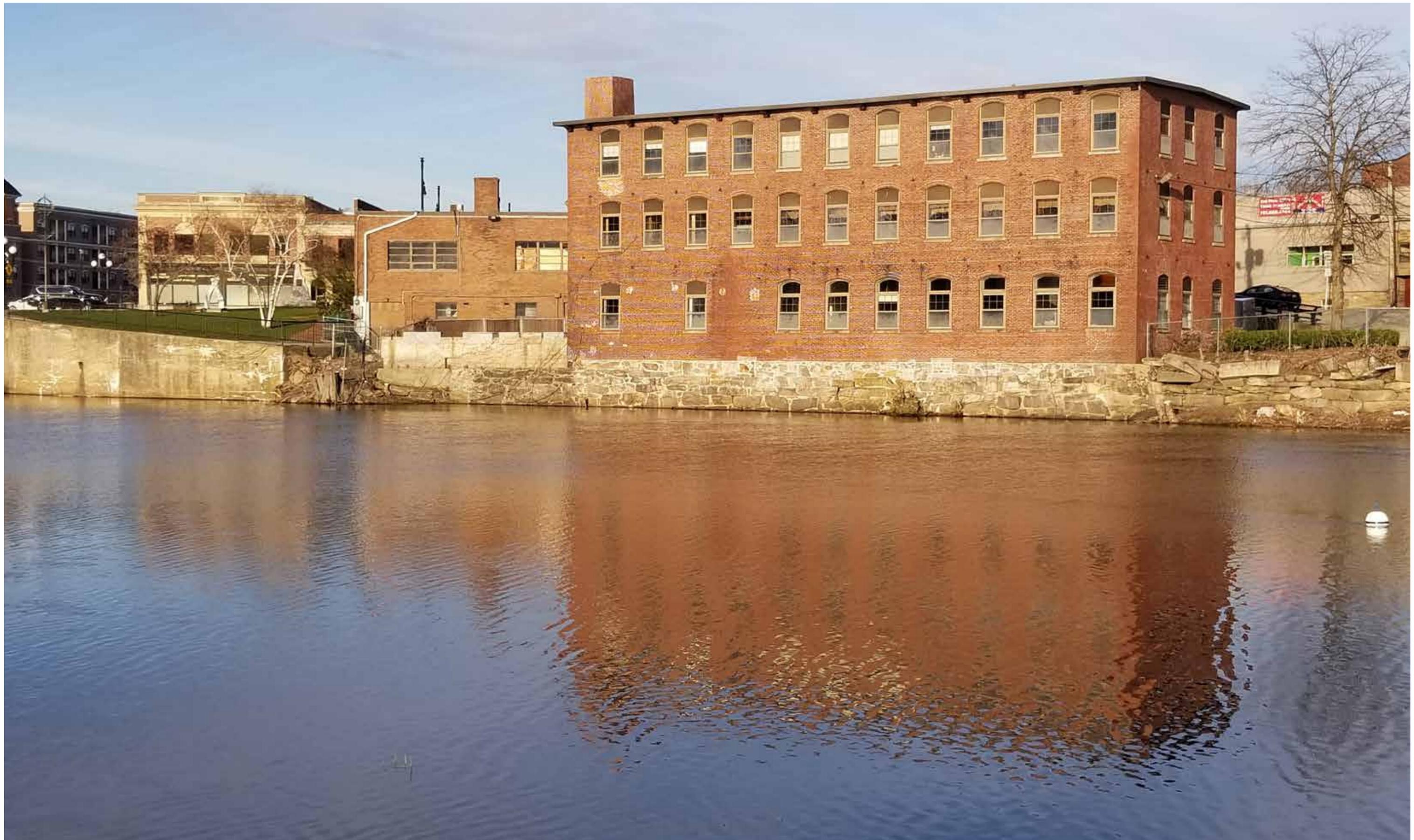
SUBSTATION - PROPOSED SCREENING OPTION 1

DRAFT





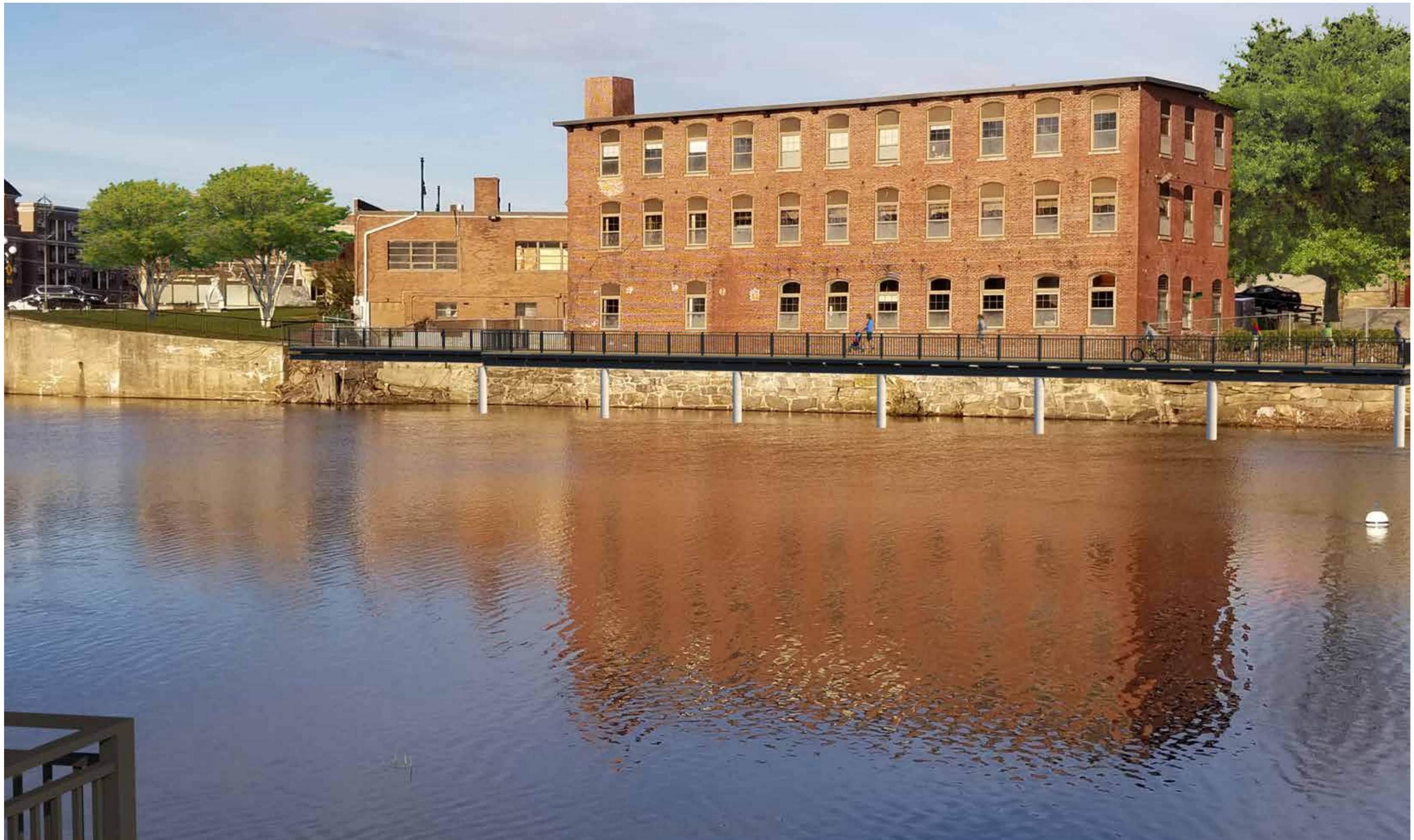




4 WATER STREET (FROM ACROSS RIVER) - EXISTING CONDITIONS

DRAFT





4 WATER STREET (FROM ACROSS RIVER) - PROPOSED CONDITIONS

DRAFT



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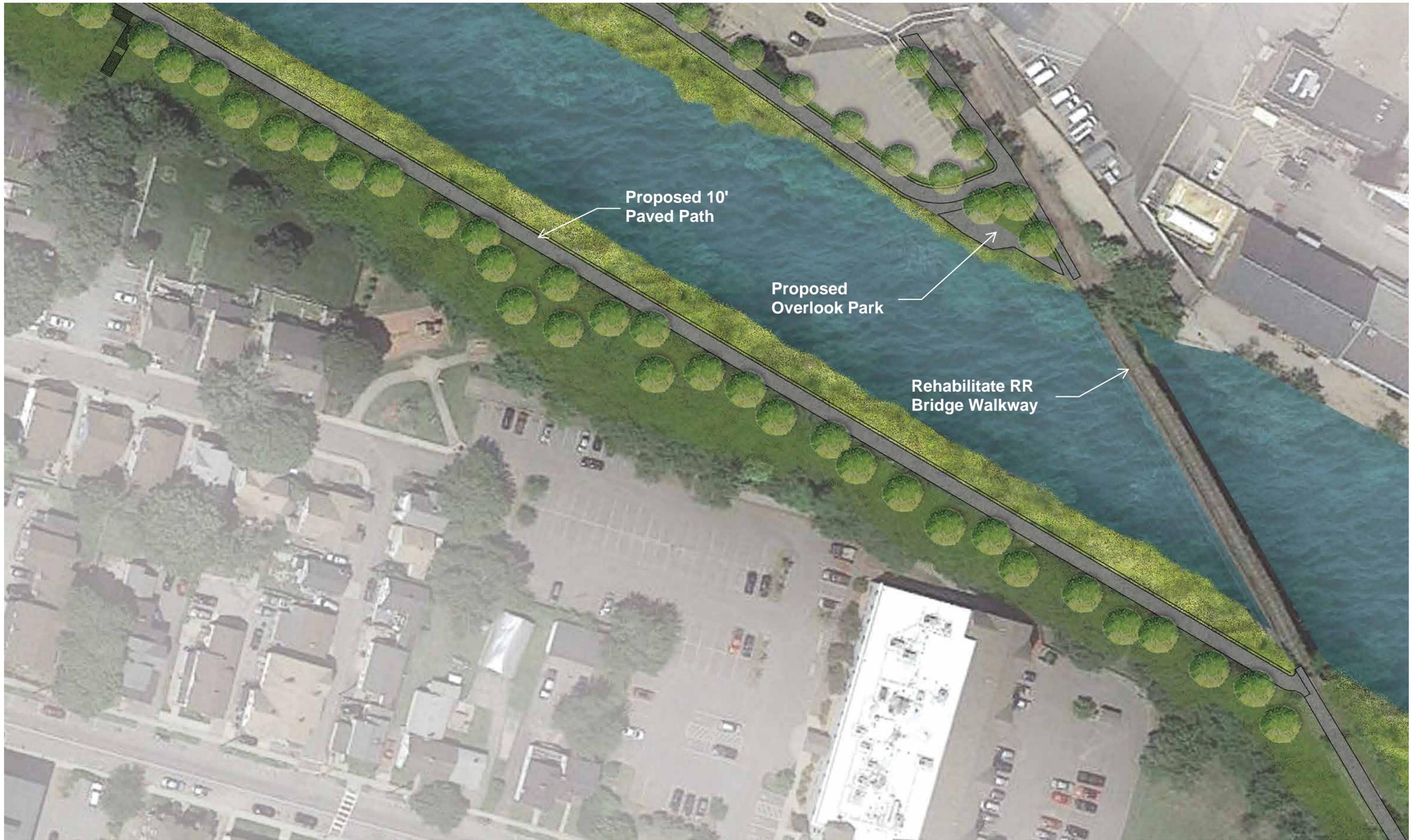












Proposed 10'
Paved Path

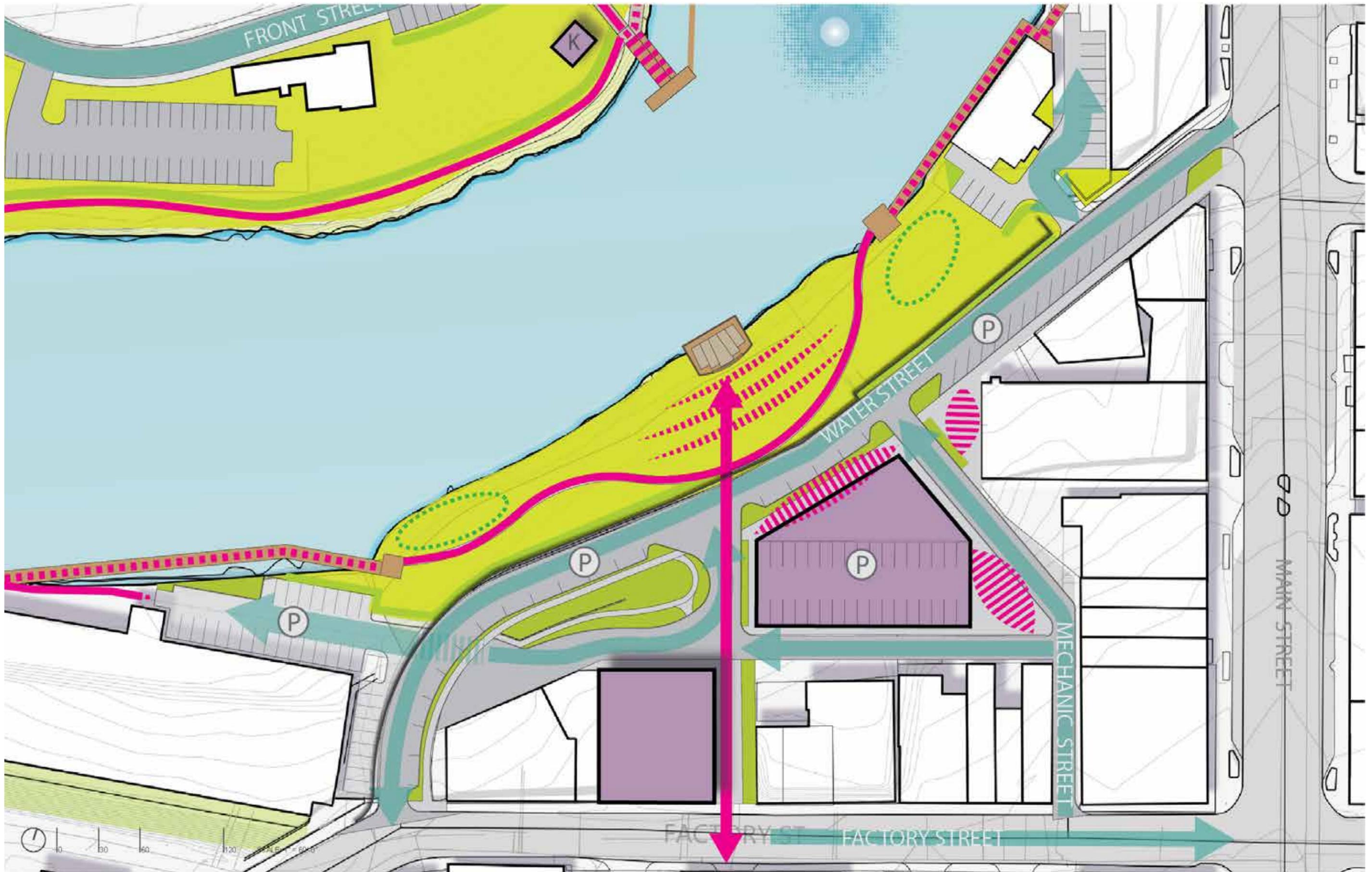
Proposed
Overlook Park

Rehabilitate RR
Bridge Walkway

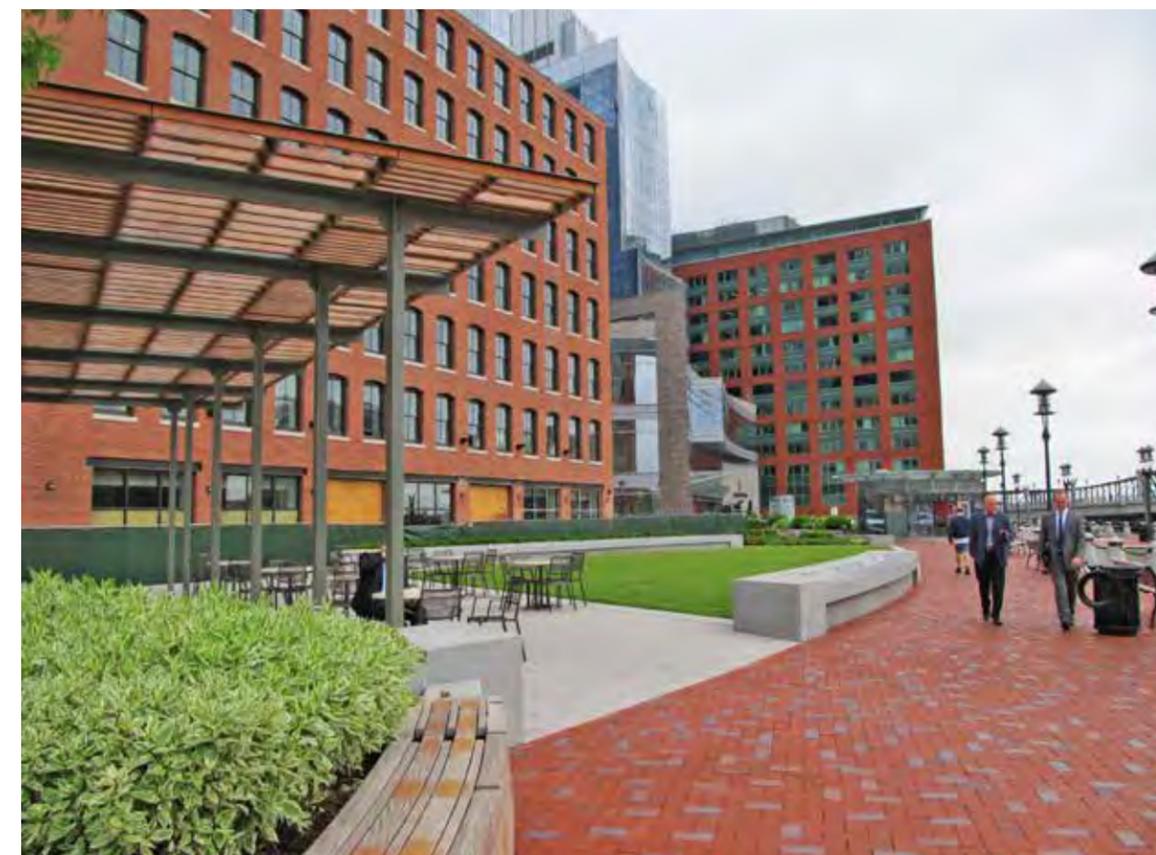
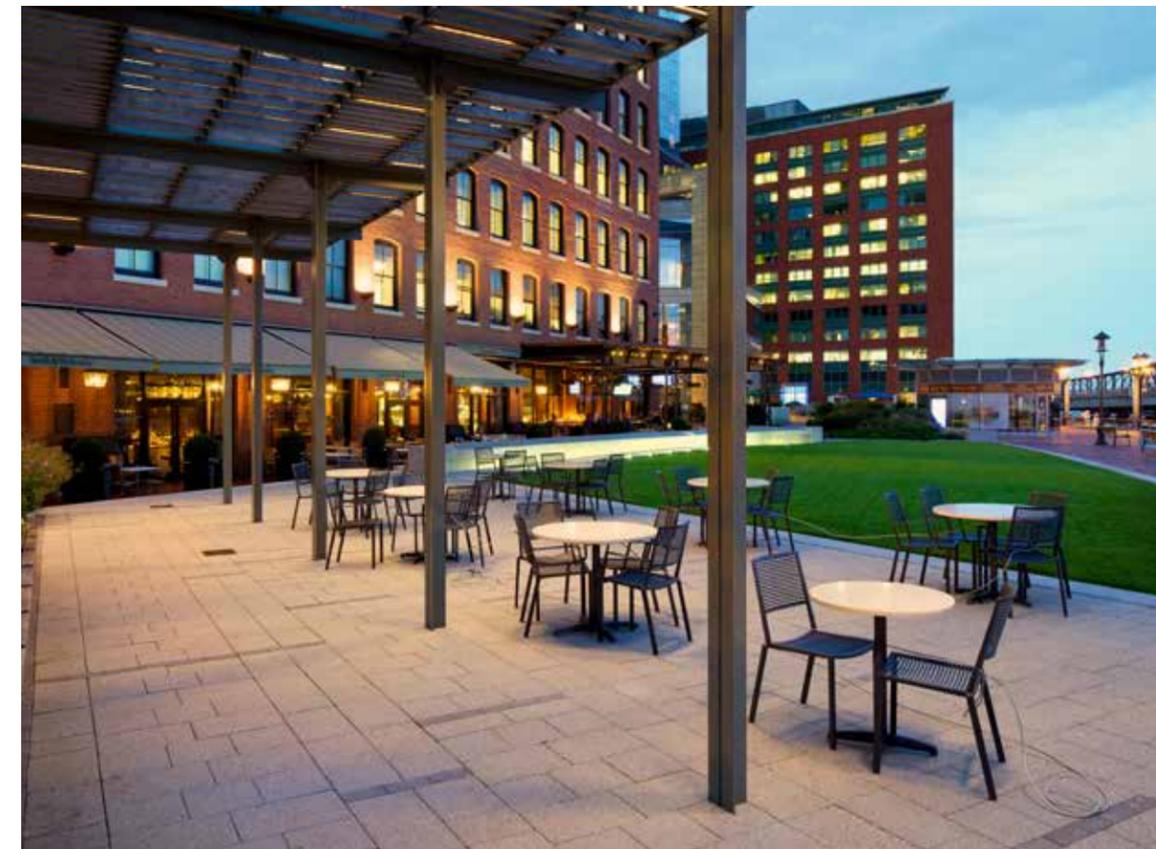
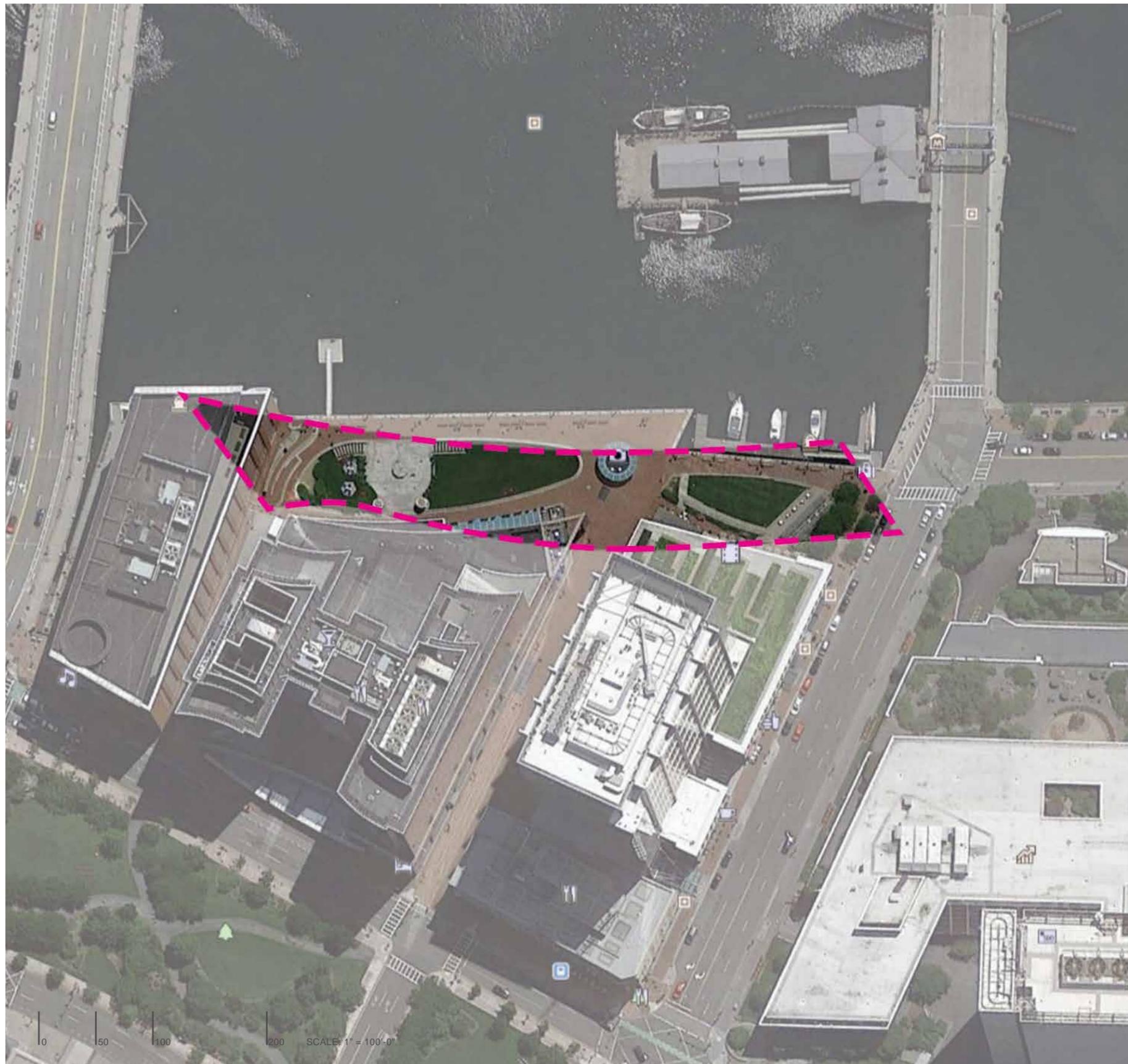
















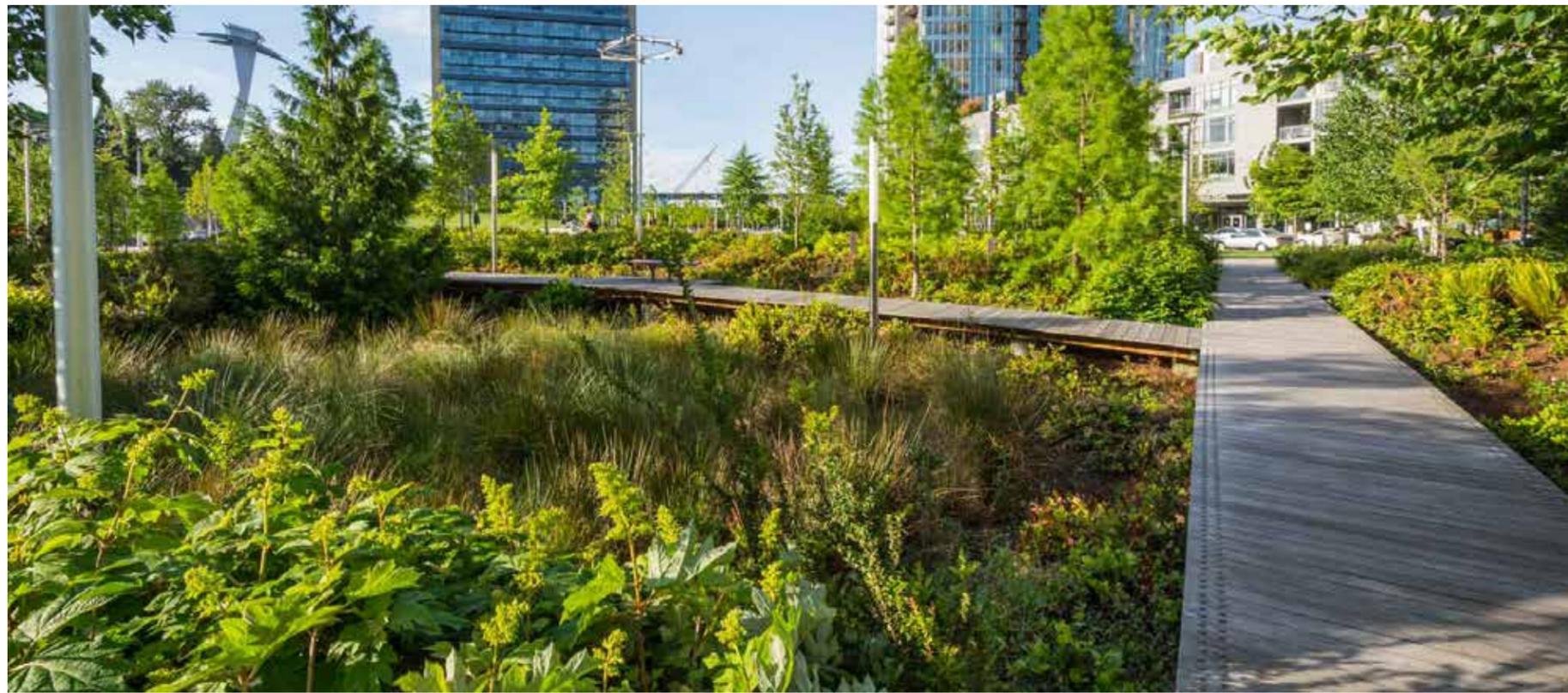
Chattanooga Waterfront Park - Chattanooga, TN

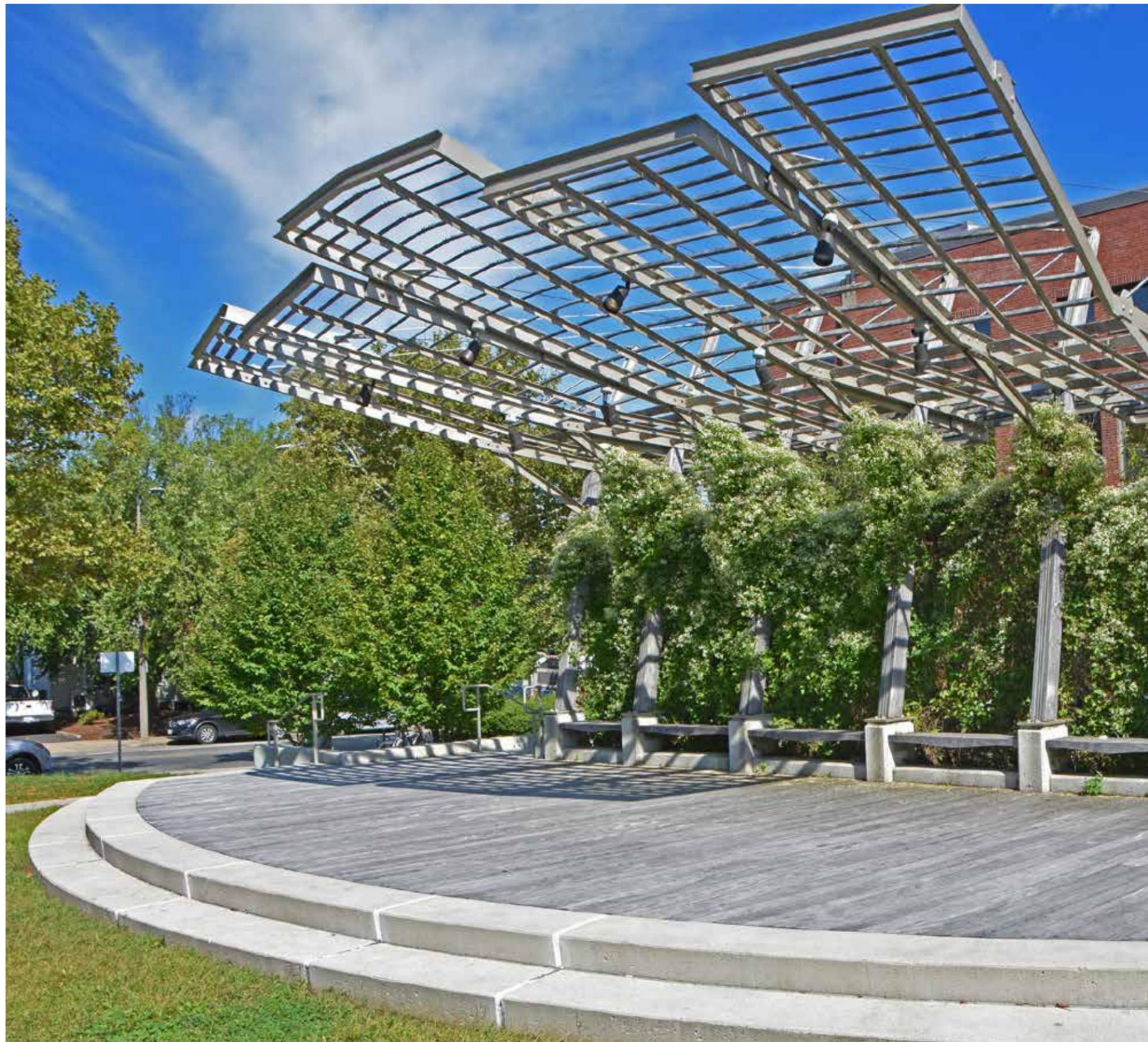


Clippership Wharf - East Boston, MA

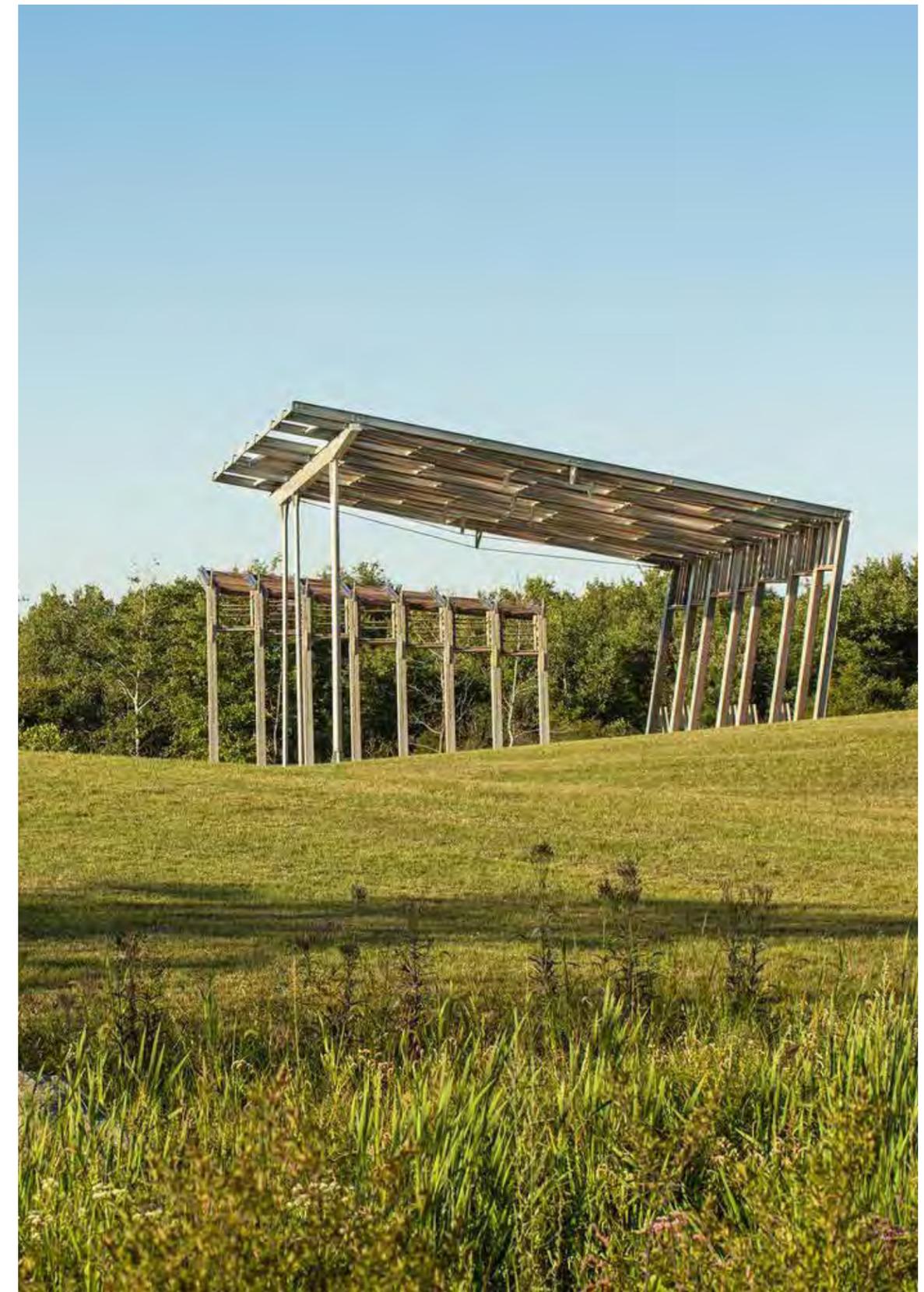


Riverfront - Lyon, France

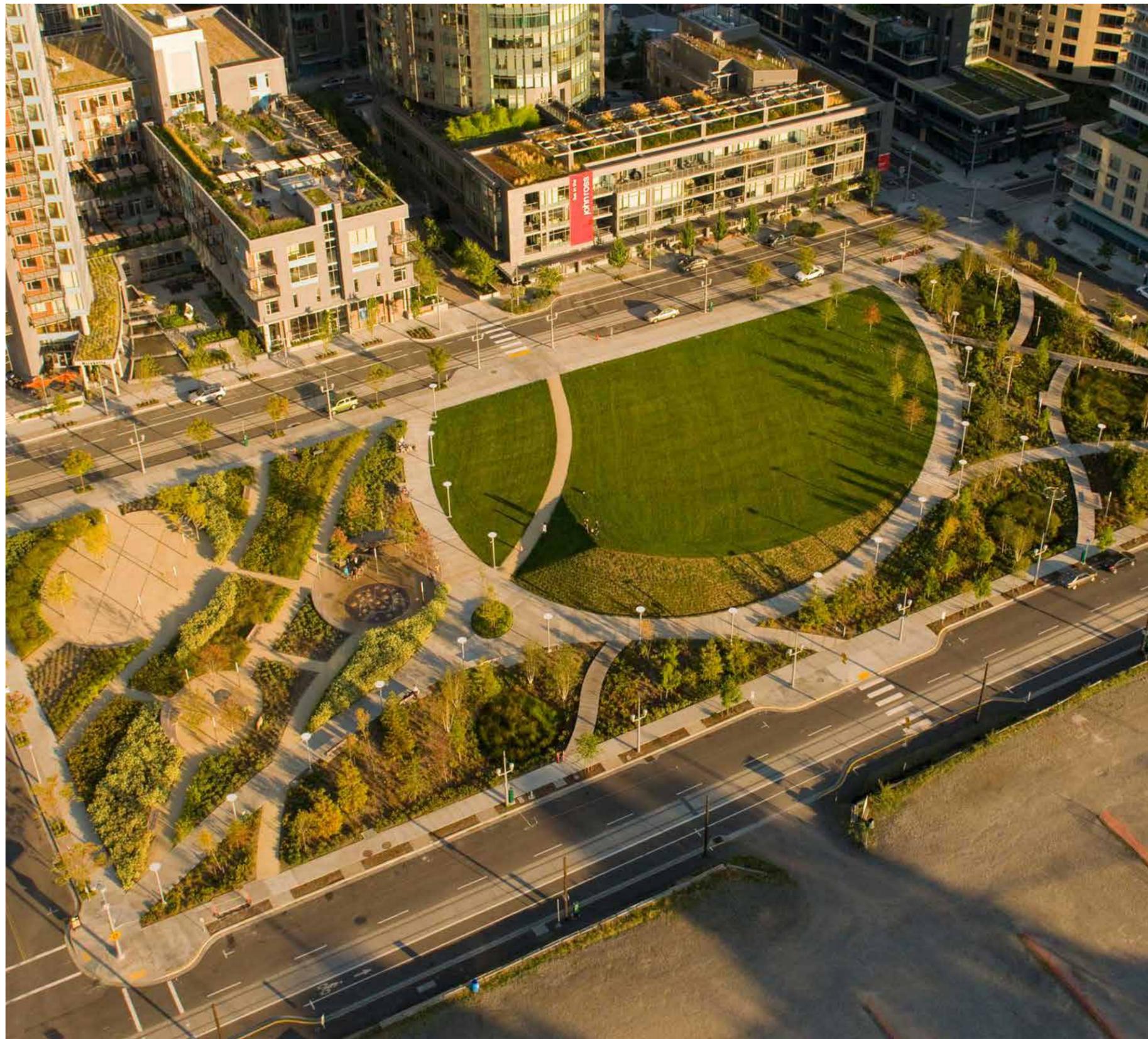




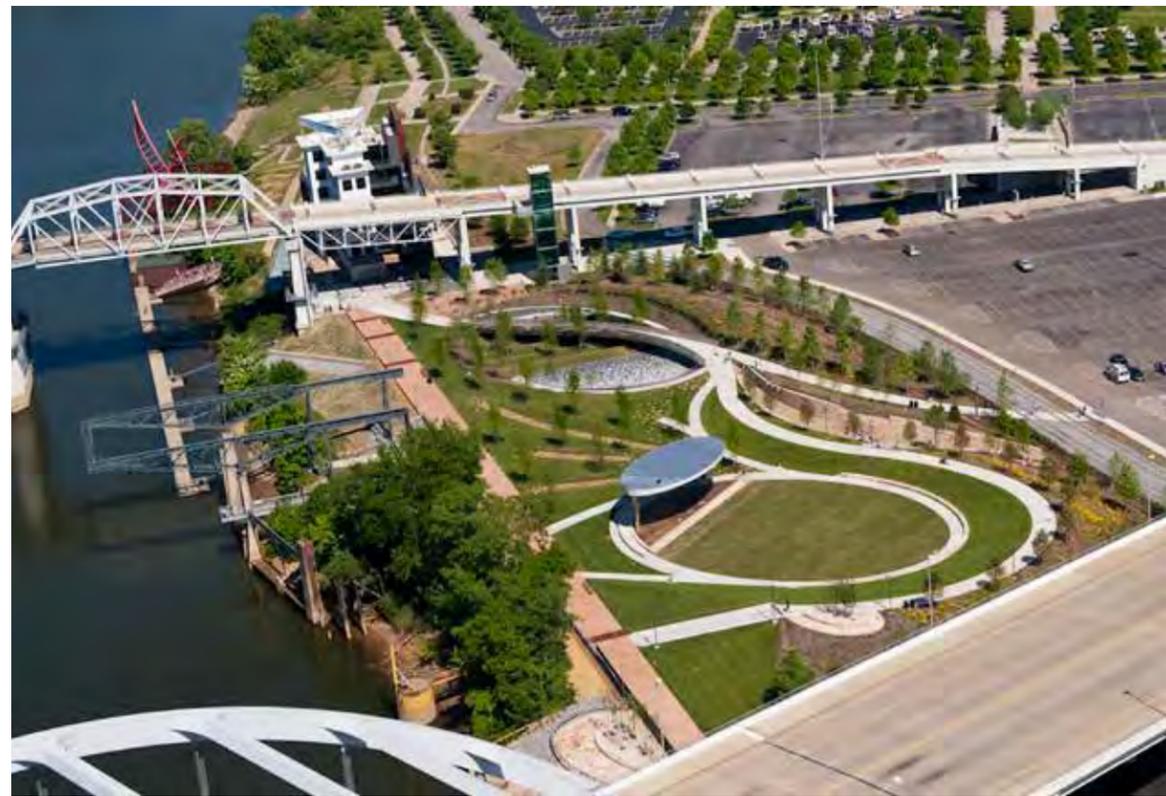
Brighton Square Park - Brighton, MA



Farnham-Connolly State Park Pavilion - Canton, MA



Elizabeth Caruthers Park - Portland, OR



Cumberland Park - Nashville, TN



Independence Waterfront Park - Independence, Oregon

