

COMMITTEE ON INFRASTRUCTURE

SEPTEMBER 22, 2021

A meeting of the Committee on Infrastructure was held Wednesday, September 22, 2021, at 7:00 p.m. in the aldermanic chamber and via Zoom teleconference.

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

The roll call was taken with 3 members of the Committee on Infrastructure present:

Alderman-at-Large Michael B. O'Brien, Sr., Chairman
Alderman Jan Schmidt
Alderman Ernest Jette

Members not in Attendance: Alderman Thomas Lopez, Vice-Chair
Alderman David C. Tencza

Chairman O'Brien

I did hear from Alderman Tencza. He is unable to make it due to family matters.

Also in Attendance: Alderwoman Elizabeth Lu
Alderman Richard A. Dowd (arrived at 7:34 PM)
Tim Cummings, Economic Development Director

PUBLIC COMMENT - None

Chairman O'Brien

The amount of time to speak will be three minutes. At the 30 second mark, you will receive a warning of 30 seconds and at that particular time we kindly ask that you collect your thoughts and to end your discussion. Looking at the Chamber and looking at the participants via Zoom, I do not see anybody. Do you Madam Clerk?

Alderman Schmidt

No I see no one.

Chairman O'Brien

Before we get to Discussion, I think we should just go quickly through some of the items.

COMMUNICATIONS - None

PETITIONS - None

UNFINISHED BUSINESS - None

Chairman O'Brien

Seeing that I think tonight's discussions and who we're very fortunate to have in the Chamber is Director Cummings. I'm sure he's going to brief us on this next pending Resolution. Can the Clerk read the New Business – Resolutions please?

NEW BUSINESS – RESOLUTIONS

R-21-166

Endorsers: Mayor Jim Donchess
Alderman-at-Large Michael B. O'Brien, Sr.
Alderman Patricia Klee
Alderman June M. Caron
Alderman Skip Cleaver
Alderman Jan Schmidt
Alderman Linda Harriott-Gathright

Alderman-at-Large Lori Wilshire

RELATIVE TO THE APPROVAL OF AN UPDATED NEW HAMPSHIRE DEPARTMENT OF TRANSPORTATION PROJECT AGREEMENT AND ACCEPTANCE AND APPROPRIATION OF FEDERAL AID SURFACE TRANSPORTATION FUNDS FROM THE STATE OF NEW HAMPSHIRE FOR THE PURPOSE OF IMPROVING THE EXISTING SIGNALIZED INTERSECTION WHERE EAST HOLLIS STREET AND CANAL STREET MEET BRIDGE STREET

MOTION BY ALDERMAN SCHMIDT TO RECOMMEND FINAL PASSAGE

ON THE QUESTION

Chairman O'Brien

Also, too, Director Cummings can you also tell us in the beginning, this is coming before the Infrastructure Committee but it's not the only committee that this is going to. If you would be so kind as to go up the proper daisy chain that something like this goes through in order to meet the muster.

I ask the public so kindly to bear with us. To a lot of us, this is a new system and we're all kind of getting used to it as those at home can tell. We will master. We will conquer.

Alderman Schmidt

Let me know when you're ready and we'll highlight the left desk. Ready?

Tim Cummings, Director of Economic Development

I'm plugged in and I should be good to go.

Chairman O'Brien

(inaudible) screen.

Tim Cummings, Director of Economic Development

No.

Chairman O'Brien

This is a fine how do you do. Okay. At this particular time could I - so Jeff...

Jeff Poehnert

Director Cummings would you like to share your screen?

Tim Cummings, Director of Economic Development

Yes I can do that.

Jeff Poehnert

Okay.

Tim Cummings, Director of Economic Development

I have to pull up the meeting if you bear with me for one minute.

Jeff Poehnert

Okay, yup. You're all set for the share screen.

Chairman O'Brien

Okay because Jeff I was going to go for a reboot but if you could do it that way, that's a bingo.

Jeff Poehnert

Yeah.

Chairman O'Brien

Again to the public, please stand by.

Alderman Schmidt

You know, we need one of those signs like they used to have in the 1950s with a "Please Stand By".

Chairman O'Brien

The little one with the Native American in the circle or something like that.

Alderman Schmidt

Yes that's the one.

Chairman O'Brien

Notice I said make sure...

Alderman Schmidt

We could update that perhaps. (inaudible) less offensive. But yeah.

Chairman O'Brien

Put my picture on it.

Alderman Schmidt

Well, that's offensive I said.

Chairman O'Brien

Remember that sound that used to make?

Alderman Schmidt

Tim, you're up.

Chairman O'Brien

We're looking at your camera.

Alderman Schmidt

Jeff is there something we should do further?

Jeff Poehnert

I think we're good now. We're ready now.

Alderman Schmidt

Okay. We're ready. Oh, my goodness.

Chairman O'Brien

You know I like it when it all comes together.

Alderman Schmidt

Oh, thank goodness. Thank you Jeff.

Chairman O'Brien

All right Director Cummings.

Tim Cummings, Director of Economic Development

I
'm just going to try to get speaker off.

Chairman O'Brien

Okay take your time.

Tim Cummings, Director of Economic Development

Okay. How about that? Still getting picked up.

Alderman Schmidt

It's been a while since I've looked at this design

Chairman O'Brien

Umm hmmm. Oh yeah.

Tim Cummings, Director of Economic Development

All right. How about that? Oh, I think I might have solved that problem. Okay. I think we're good to go.

Chairman O'Brien

All right. Director Cummings without further ado.

Tim Cummings, Director of Economic Development

Alright. I'm sharing my screen. Let me see if I can pull it up again and see if it shows up on your monitors here. So it might be shown on Zoom now but it don't see it here in the in the Chamber.

Jeff Poehnert

Yes you will have to go to the zoom you know in the lower left hand side.

Chairman O'Brien

Yeah. Press the zoom.

Alderman Schmidt

Down, down.

Chairman O'Brien

Yup.

Alderman Schmidt

Zoom to all screen?

Chairman O'Brien

Yup there you go.

Alderman Schmidt

Oh thank you.

Chairman O'Brien

Thank you, Jeff.

Jeff Poehnert

Anytime.

Tim Cummings, Director of Economic Development

Okay. So for the record, Tim Cummings, Director of Economic Development. I feel like this is going to be somewhat anticlimactic because really this visual is more than anything else to help give folks an orientation in terms of the project that we're looking to do that this resolution speaks to in an agreement – in a contract form. It was a local project agreement that was agreed to in the past and most recently, the State had requested that we update the agreement because so much time has elapsed from it being originally executed.

There is a couple substantive changes. The most noticeable one is in the one I want to make sure I point out is that originally this project was conceived to be 100% funded through the State at a \$3.6 million and the State is willing to continue that commitment. However, they want to cap that commitment at \$3.6 million and what they've asked for is instead if the project goes above \$3.6 million to something like \$4.5 million, that then the city put in 20% which is a standard typical DOT local project management type agreement. If it gets above 4.5%, then we agreed to a 50/50 split. We don't anticipate that to happen. We believe that we have a project in hand that is actually at \$3.6 million but because of the time delay, and I am very sensitive to this, the State wanted to make sure that we had some financial commitment and then also some cap on their exposure. They did not want to be committing to a \$5 million project when they committed only originally to a \$3.6 million project.

We want to move forward with this project. We have a concept in hand and agreed to. Again, that's that visual that's up on your screen now. If all parties are agreeable, we would move forward with engineering and design. That will take us through most of '21 and into '22 probably starting construction and somewhere in '23 maybe '24 depending on how things go. It would take about a year and a half of construction. So you're not looking at construction until at least '23, possibly '24 and going all out as early as 2025.

So that was just a brief. We wanted to give everyone an update on that. It's a pretty straightforward agreement and looking forward to moving this project along. I know it's something that the city has, you know, been looking for, for quite a while.

Chairman O'Brien

Question if I may. Director Cummings it seems like coming off a Crown Street into East Hollis Street, that's the improvement there at that intersection with a little triangle - I forget the name of that street. There's Hobbs. I think that may be a fairly new street, is not?

Tim Cummings, Director of Economic Development

So I should say that this is going to provide us the ability to build this street for when a rail station comes in.

Chairman O'Brien

That's correct. That's what I was leading into. This is with an eye to the future with this project, due to the expectation of future traffic that could come in with that rail station. This would help alleviate that, correct?

Tim Cummings, Director of Economic Development

That's right. What this project really does is just build - has the ability to build this outright here and anything along here would be a future project. But it does contemplate and allow for this movement, which is really important so you can get to the rail station.

Chairman O'Brien

Okay. That also being an additional question, if I may. If we look at the top of your map there, right now that is now built and there is a possibility of additional structures being built. So this would also help to alleviate the traffic from that new development that's going in that particular place, correct?

Tim Cummings, Director of Economic Development

Well, that's fair to say. I don't know of anything happening but this box right here is actually - this is an old photograph - this building has been taken down. So this is actually just really green space right now. Could development occur here at some point in the future? Yes.

Chairman O'Brien

Okay and then the last one if I may. When this was first brought up as a context and looking at it, we discussed the park but looking at this now, this was sands the park at this particular time, correct?

Tim Cummings, Director of Economic Development

No. Mr. Chair if the if it's still a desire of the community, we could build in some park space in along here is where it would be envisioned. It would be minimal, but it is absolutely understood that you'd be looking to do some sort of park in this area right here.

Chairman O'Brien

Any time the city can build a park, that's a good thing. Yes. Thank you, Mr. Cummings. I do have a question from our Clerk.

Alderman Schmidt

Thank you, Mr. Chairman. The white box that has gone at this point, that's private property. Is that correct?

Tim Cummings, Director of Economic Development

This right here? Yes, correct. That's all private property.

Alderman Schmidt

To the west of it, however, there is going to be construction of another apartment complex. Is that correct?

Tim Cummings, Director of Economic Development

That is correct. 150 units of apartments would be going just to the left.

Alderman Schmidt

Where are we in that construction right now?

Tim Cummings, Director of Economic Development

I believe we will be looking to start construction I'm going to suggest at the latest next spring but could be as early as this fall.

Alderman Schmidt

They will very much look forward to this change as well then.

Tim Cummings, Director of Economic Development

Yes.

Alderman Schmidt

And the center will not be accessible for people walking, or children playing, or anything like that. This is just a traffic circle.

Tim Cummings, Director of Economic Development

That's correct. We do not want to encourage anyone to cross into this green area. As you can see, there's no way to get there for that very reason. It will be just used for aesthetics.

Alderman Schmidt

I believe there are some plans for plantings in there to make it pleasant to look at but not interesting to go romp around in. That's good.

And at some point we talked about a walkway along the berm against the river. That isn't part of this construction?

Tim Cummings, Director of Economic Development

That is not part of this construction but if nothing, we would want to commit to now but our engineers heard the comments and have said that if they can figure out a way to build a pedestrian friendly ADA accessible path down to this area, they would incorporate that into the project.

Alderman Schmidt

Thank you. Thank you very much. Thank you Mr. Chairman.

Chairman O'Brien

I do have one additional and I should have probably briefed you prior so you could probably might have had a better answer for me but if you look in between the Bridge Street and the Ferry Street bridges there, you see that little in the red square, that's a pumping station for the sewer treatment you know. I think it's the station. I know this project would not go with any upgrade but would this project be in communication with the city Wastewater Department to make sure that if any upgrades were going on, or needs, or something like that that could be coordinated while the place is a mess of construction, so to speak, is not to delay if that be the case. I don't know what condition it's in but it would probably be if this project goes forward, it may be wise to look at the two projects together. I don't know if you agree or not but.

Tim Cummings, Director of Economic Development

I do agree with you. I can tell you we are in close coordination with the city's Engineering Department and all the utilities whether that's and also Pennichuck Water. So we are keeping that line of communication open so if we can have some efficiencies, we are definitely trying to do that.

Chairman O'Brien

Okay, any other questions? Alderman Jette.

Alderman Jette

Thank you, Mr. Chairman. So I don't know if anyone else was confused by this but when I read the title of the resolution and I look at the agreement, it talks about the existing signalized intersection where East Hollis Street and Canal Street meet Bridge Street. And so just for now for anyone else who may have been confused as I was to my knowledge East Hollis Street never meets Canal Street. There is no existing signalized intersection where that happens, right? This is just an unfortunate misnomer I guess. Is that correct?

Tim Cummings, Director of Economic Development

I don't know.

Alderman Jette

Well can you tell me where East Hollis Street and Canal Street meet?

Tim Cummings, Director of Economic Development

I cannot.

Alderman Jette

Okay. Do you agree with me that they don't?

Tim Cummings, Director of Economic Development

I don't know.

Chairman O'Brien

No they don't. It does mean that Amory to Bridge Street and it may have been a typographical error. I don't know if you're familiar but whereas that bridges on Bridge Street, that crosses the Nashua River. One side of the bridge is Canal and the other side is Bridge Street.

Alderman Jette

Right. I understand that very well.

Tim Cummings, Director of Economic Development

I'm just trying to pull up my screen here so we can so we talk about it.

Alderman Jette

I'll give you time to - I didn't mean to catch you by surprise.

Tim Cummings, Director of Economic Development

So I'm just sharing the GIS here so. I don't know where the two streets would intersect but I think that this is the general area that we are currently talking about and it's the existing conditions. So East Hollis Street here, and then this is Canal Street, and then somewhere along here I believe it turns to Bridge Street but where that is, I don't know.

Alderman Jette

If you go over...

Chairman O'Brien

Yeah, look at the Nashua River where Amory is. You have to go left. Head downtown. There's Amory and you can see to your left is Canal Street. Canal and Amory and you also have Bridge and Amory. Being the Fire Department, we always knew where we were going.

Tim Cummings, Director of Economic Development

So I guess yeah, it's somewhere around here where it changes.

Alderman Jette

Yeah right at Amory Street or right at the bridge, actually, is where they change.

Alderman O'Brien

Where it's a straight thoroughfare that's why I'm not too hung up on it. I could see people making the mistake of am I on Canal or Bridge. It's sort of like East Dunstable Road in this south end. Where does East Dunstable end and Spit Brook begin? East Dunstable takes a right and then Spit Brook begins. It's one of the - we follow the cows way back when.

Tim Cummings, Director of Economic Development

Oh I see so very specifically the word "meet". So where East Hall Street and Canal Street meet Bridge Street I guess is the point of your comment that it is further outside of the...

Chairman O'Brien

Alderman Jette if I may ask, did you bring your concerns to Legal on this? The resolution has been out. Did you ask if this was acceptable typographical error or anything, or?

Alderman Jette

I raised it to you and to the Mayor not to Legal? I don't think it affects the project at all.

Chairman O'Brien

Right. That's why I didn't do anything about it.

Alderman Jette

It confused me. Maybe it confuses other people, maybe not. I just wanted to um...

Tim Cummings, Director of Economic Development

I'm switching screens here because I want to make sure it's clear because I understand maybe the title of the resolution isn't as clear. The project limits, the project boundary is only to D Street. D Street to the bridge, to the river. So these are the project limits like that we are bound by per the contract and per NHDOT that this is one end and then D Street is the other end and that's kind of the boundaries if you will of this study area. I say that to you just so that there's some context.

Alderman Jette

So thank you for the clarification.

Chairman O'Brien

Yeah and if I may looking at the Federal Aid Surface Transportation Program Project Agreement for Nashua - the federal document on this, it does basically our resolution copies exactly what the feds said.

Alderman Jette

Right I understand that but I think the federal project agreement, I don't know who wrote this, but

Chairman O'Brien

Evidently nobody from the neighborhood.

Alderman Jette

Right. I think they were just probably saying, you know, Canal Street turns into Bridge Street. So I don't know maybe they were just trying to say it's a continuation of Canal Street but I think Director Cummings has clarified that the project is limited to D Street to the river. Canal Street is not involved at all.

Chairman O'Brien

Alderman Jette you brought up a very good point, Director Cummings could you just do a little research as we go to make sure that nothing to be concerned about.

Tim Cummings, Director of Economic Development

No. I think - I will double check what I'm about to say but it's my understanding is that this came about as an additional project to an already existing East Hollis/Bridge Street or Canal Street existing project within the within the State's transportation program. And I think the State on their own needed some way of identifying and making a difference between the two projects. So it was very well understood that we were talking about one end of the city in Nashua. Ultimately, it should have been, you know, and it's a little amorphous when these projects start at the beginning because you're not really sure what your project limits are. Then once it's further understood, you know, that's when I knew and I can speak confidently that it is between D Street and the bridge. But 10 years ago, 15 years ago when this was first starting and the genesis of the concept came about, I could understand why maybe the State had put it in a little bit more fluid terms.

Chairman O'Brien

Anything else Alderman Jette?

Alderman Jette

No. Thank you.

Chairman O'Brien

No thank you for your concerns. Thank you. I see in the queue we have Alderman Lu. Alderman Lu. Alderman Lu I'm showing you a mic is off. Do you want to activate your mic and welcome?

Alderwoman Lu

I'm sorry, can you hear me?

Chairman O'Brien

We can hear you now.

Alderwoman Lu

I'm all set. Thank you. I lowered my hand. Thank you very much.

Chairman O'Brien

All right, thank you Alderman Lu. Okay, any other further questions?

I would just like to reiterate before we go to a vote that looking at the fiscal note, and correct me if I'm wrong Director Cummings, but no city match will be required if the total project costs is at or below \$3,661,000. That's pretty good you know what I mean. A major intersection that welcomes people from the east into our city that is my personal opinion greatly needed of improvement to that particular neighborhood. I'm sure many of the citizens down there would like to see something a little better than what they got. I think this is to me, it seems like a pretty good deal. So I thank you for that. So if there's no further questions, I will call for a vote.

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

Yea: Alderman O'Brien, Alderman Jette, Alderman Schmidt 3

Nay: 0

MOTION CARRIED

Chairman O'Brien

All right. The motion passes – R-21-166.

NEW BUSINESS – ORDINANCES - None

Chairman O'Brien

Okay. Director Cummings while you're here, we do have several bills tabled and they have all germane to the parking issue. I know we're actively working on this but we're still following through some aldermen and rightfully are concerned because of their constituents on resolving this project. But it is a recommendation from the company that is doing the study to hold off at this particular time until we get to look at the whole complete picture. Right now Nashua has no overnight parking, except very limited, but to increase it to any degree could make it difficult on balance to say the least. So is this committee still correct by going by that recommendation and holding the course and that is my hope that we can address these issues hopefully very soon in a timely manner.

Tim Cummings, Director of Economic Development

I would agree with that Mr. Chairman. I would also say that I know that this is a very important issue for Alderwoman Klee who can't be with us tonight and I know it's something that she very passionately wants to speak to as well. I know she has a family issue that she's dealing with and so I think also out of respect for her, we should also make sure she's part of that conversation. I had spoken earlier in the week to Alderwoman Klee about this subject and I was thinking that she was going to be here tonight until unfortunately there was, you know, her attendance couldn't be here. So I think maybe at the next meeting it would be more appropriate to have the conversation.

What I can say is in terms of an update on the parking management plan, we are actively working on it. We had a kickoff meeting about two weeks ago. There will be stakeholder engagement happening over the next few months. I hope that this group and other members of the Board of Aldermen meet with the consultants. I will be happy to facilitate that. I would like it to be in a little bit more of an informal setting so I'm not sure if we should do here in the chamber, or if we should do it maybe in room 208, at the City Hall auditorium but it would be good to have a little bit of a roundtable conversation with the consultants and talk about your ideas and expectations for managing of parking and they'll be doing this with not just you know this body but there'll be engaging other stakeholders. The idea is to try to get a plan for a parking management plan done you know six to eight months from now.

Chairman O'Brien

Okay. Yes, Alderman Schmidt.

Alderman Schmidt

Have these three ordinances had a chance to be seen by the Parking Specialist.

Tim Cummings, Director of Economic Development

That I don't know. I can double check that. My guess is no. I don't know.

Alderman Schmidt

I think it would be a value to the city because we can see that Alderman Laws requested reducing the fine for overnight parking violations. He will not be running again this year. It will be awfully nice if we could finish this ordinance for him before he leaves us.

Tim Cummings, Director of Economic Development

Okay.

Alderman Schmidt

The other two sound to me very much like things that have to be part of the whole picture and if he could take a look at these and just see if they fit in with how his plan is progressing.

Tim Cummings, Director of Economic Development

I'll be happy to.

Alderman Schmidt

Thank you very much.

Tim Cummings, Director of Economic Development

Yeah, thank you Director Cummings. Just so that the public knows, best way to describe it, this is a yeoman task. The city has never, you know, first somebody walked here, and then they brought a horse, and there was no problem parking the horse but now correct me if I'm wrong, I think we have more motor vehicles registered in the City of Nashua than we have legitimate parking spaces. Where they all vaporize to, I don't know. But the thing is if we don't do it and you look and you complain about the congestion in other municipalities – thinking somewhere down around the metro Boston, it's why this committee really would like to get a good solid hand on it and do it correctly. But at the same time too, I hope the public is a little bit - and this is from me as the Chair, understanding to do it, it may take a little bit more time and I do ask their patience. We will work on this. Nobody seems to be against it. It's just seems to make sure we're doing it - what do people expect this committee to do so hopefully

Tim Cummings, Director of Economic Development

I agree with Chairman. I think that's why we made a point to get the project going. We started it. We told everyone we would start it this September and so we did actually do that.

Chairman O'Brien

We do have some time before general discussion. Director Cummings I'm willing to open up if you have something else you want to share with us.

Tim Cummings, Director of Economic Development

I do. Since we're not really going to be talking about overnight parking and if the body wants to change it in some manner, I thought maybe another exercise that would be worthwhile is for me to kind of run through at a very high level the work I've been doing with helping to design the riverfront and the TIF project. My goal is to bring the design team, the engineers who will actually formally present to you sometime in the next month or two. I thought maybe by me doing this informal presentation, it could kind of tease out some ideas that you may have or questions that you may have before the more formalized presentation that will be forthcoming.

I've been working on this project and designing this for about two years now. So I'm happy to report that we do have forward progress finally and hopefully we will be going into final design in the next month or two. With final design, I'd be looking for a bond authorization. Ideally, we would start construction next spring. So that's the current timeline that I'm trying to work towards. I'm gonna see if I can pull up my screen here. Please bear with me.

Chairman O'Brien

Ah, let the record show Alderman Dowd has joined us. Welcome, Alderman Dowd.

Alderman Schmidt

We'll see that a few times.

Alderman Dowd

Waiting for a presentation to pop up?

Tim Cummings, Director of Economic Development

Yeah, yeah, exactly.

Alderman Dowd

I think they ought to replace that 286 for the better computer. Only computer people will know what I'm talking about.

Tim Cummings, Director of Economic Development

Okay. So let's see if I can change the settings here.

So the riverfront ...

Alderman Dowd

We had a problem last night with a slideshow too.

Tim Cummings, Director of Economic Development

They did?

Alderman Dowd

Yes.

Tim Cummings, Director of Economic Development

I'm just gonna try to pull it up again.

Alderman Schmidt

Well done.

Tim Cummings, Director of Economic Development

Alright. Now I can't move it. Let's try this again. My apologies. Please bear with me.

Alderman Dowd

Just out of curiosity, did you already talk about the intersection at Canal and Factory?

Tim Cummings, Director of Economic Development

Yes, we did. See if I can get it now.

Alderman Schmidt

This page will be fine.

Tim Cummings, Director of Economic Development

Yeah so as just a reminder, we're talking about multimodal connectivity, access to the river, recreation green space, environmental stewardship, and creating some floodplain resiliency, and economic development. So just as a reminder to everyone, we're talking about from, you know, this area, the Broad Street Parkway Bridge or, you know, in this particular instance, we're really going to be focusing on the Cotton Mill Transfer Bridge and then going all the way over to the other end of Canal Street and BAE. This is a railroad bridge. We refer to that as the PAN-AM Bridge right here. If you note, we don't have anything existing currently here but we are going to suggest adding another bridge right here.

So just to walk everyone through on the west side of Main Street here, we'd be adding a pedestrian boardwalk from Main Street connecting it through to the existing riverwalk here. Coming down along here we'll be looking to screen the substation that's right here, make it more aesthetically pleasing, create a boardwalk connecting from the existing boardwalk to from one side of the substation to the other side of the substation using the existing boardwalk along here, crossing over, adding a new ADA ramp, which we don't currently have, which is very important. Coming over making improvements behind Clock Tower so it feels more like a pedestrian area and a riverwalk, creating an adding a Parc De Renaissance area by improving and making parking enhancements, creating a boardwalk, and in and along in front of 4 Water Street, making improvements at Bicentennial Park. You'll note on this plan, you'll see a floating dock over here. After two years of study and many iterations, it's been decided that the best place to put the dock is actually on the Parc De Renaissance side, which is a change.

So the boardwalk is here that we're talking about. I don't know if you folks can see that, but we don't have anything in front of it. We'd be adding something like this in front 4 Water Street connecting it into Parc De Renaissance.

What will Bicentennial Park look like up here? We're looking at doing something like this and the reason why we're doing this is because technically right now Bicentennial Park is not ADA compliant. If you recall, there's a path that goes this way down to here. There's a significant grade change from here up to Main Street. It's a pretty straight shot. It does not meet current standards and so this design here achieves that and you will be able to be able to accommodate all modes of travel I should say and all disability levels. So this is the concept for Bicentennial Park.

Parc De Renaissance the concept is like this. So what does that mean? So here's an amphitheater right through here that we'd be talking about, adding green space all through here. If you recall, this is all current parking right now so we would be taking that parking and moving it up onto Water Street and I'll show you that in a second. Then having some sort of pier off here into the water for as a lookout. This could be performing space, it could be green space, but essentially this would be the continuation of the riverwalk. This would be the dock. So this is a very early design of what the dock would look like because we just got the environmental standards back where this dock setup wouldn't create any type of environmental mitigation necessary. So it's it meets and exceeds the environmental standards that we have to adhere to. So basically what this shows is the boardwalk right here and the Parc De Renaissance is right here. This is the building right here. So right before the building starts, you'd have a ramp down. So this area right here, down to the water, is you know I'd say about 10 feet difference. So you'd have to go down here safely, and then there would be a ramp out to here, and then this would be the floating dock. We think this makes the most sense and this layout makes the most sense keeping it as close to the river's edge as possible instead of putting the gangplank out into the river.

So then you have Water Street. So this is a layout of what we're talking about for redesigning of Water Street. Just remind everyone under this concept, we would be making Water Street one way from Main Street towards Factory and we would be - you can see here - we would be adding on-street parking all along through here to create this park. We have a concept that shows this curb cut being closed and pushing all the through traffic in through here and then out through Mechanic Street onto Water Street. If we did that, we would pick up some parking here.

So what does this entail? So the one thing folks should know is by making the flow one way, we add parking along through here. We can also add parking in and along through Factory Street as we currently have right now. We added parking along Factory Street. What we'd be doing is taking the two left hand turns that are currently there and reducing it to permanently a one-way left turn, which we currently have because of the parking setup that we have right now. But what that also means is that a lot of the volumes that travel along Water Street and use Water Street to make the left onto Main would now actually be using Factory and Factory to Main is the way that they would flow. This is still being studied. This is being reviewed by our Engineering Department to make sure it works with what their expectations are. It's still very much a work in progress but this is the direction we're going. If we want to have Parc De Renaissance like the

way we've previously discussed, we're gonna have to relay out Water Street in some way and this appears to be the most optimal setup.

So here's – it says Factory Street but technically this is Clocktower. So this is this current exists conditions in Clocktower. This is what they're suggesting that they would like to do behind Clocktower. So Parc De Renaissance is over here and then we would create something like this. The Nashua River is right over here. This is Clocktower. Some murals along here, as you can see, some screening of the dumpsters, just improvements along the way to make it more pedestrian friendly. So that's essentially the concepts that we're looking to do on the west side of Main Street.

To talk about the east side of Main Street, as you may or may not know, we have an existing riverwalk currently off of Peddlers Daughter that continues on along in front of Jackson Falls Condominium and kind of ends right at Margarita's right here. This is the existing path. We would then be looking to continue that along here, create the path and the connection, in and around through BAE, along BAE to originally what we had developed a concept for was a rail using the PAM-AM rail bridge, which is currently in existence right now as a pedestrian crossing. As we've studied that bridge, it became abundantly clear that that bridge is not going to be something that our design team and our engineers are going to recommend that we continue to use. So what they're suggesting we do is they're proposing that we put a new pedestrian crossing in right here instead decommissioning this bridge and having a safer crossing right in through here. And then again, we have an existing trail right in through here we'd be looking to improve upon that and then again, make some ADA ramps up to the 60 Main Street, and then connecting on back on to Main Street. Now I will say this area is all subject to design still. We are not at a point where we can say confidently that we can do the design along the river's edge. We are working towards that and that is our number one priority but alternatively if we can't, we'd be looking to come up Pearson on this side of the bridge. So there's a lot that goes into making something like this happen, including moving utility poles, working with the private sector, landowners, making sure we preserve the parking. So there's a lot to go goes into this that we're still studying and there's probably more work to be done, but the goal is to try to do it around the river and ultimately if we can't, then we would just go up Pearson Ave. as the alternative.

So to show you a little bit about what that looks like, here's the type of development that we're talking that this would be somewhere to give you an orientation by the library. So you'd travel up to, you know, essentially 60 Main Street over here. Here's what it looks like if you were on the big side and you were going to be walking along the path on this newly constructed path right beside the BAE parking lot. And here's a little bit of what we're talking about per pedestrian bridge. So this is the crossing that we're talking about a new pedestrian crossing. So these are, you know, the concepts and the direction that we're going that we're trying to work toward using the TIF funds for this project.

So you probably have a lot more questions that I have answers to. The design team will be coming to help explain this in better detail than I can but I thought it would be good to kind of tease out what we've been working on so you can kind of see it. Let you know that it is still a priority. Ideally if we can move this along, I would love to be in front of you with a bond authorization request in November so we can start construction for next spring but there's still a lot of work to be done and it took us a good two years to get to this point. So we'll see how it goes. Happy to answer any questions that you may have. I just don't know I'll be able to answer them.

Chairman O'Brien

Thank you. Director Cummings if I may. I understand this is still conceptual and we're gonna really nail it down. So I don't want to get too much in the weeds but if you look at the east portion of it where the decommission bridge is if you want to go back to that.

Tim Cummings, Director of Economic Development

Yes.

Chairman O'Brien

That would be even more east.

Tim Cummings, Director of Economic Development

Yep. Okay. So this is the bridge. This is what we refer to as the PAN-AM pedestrian rail bridge right here.

Chairman O'Brien

Just so that you know, I think I made a request once before. On a May afternoon, Sunday afternoon, the gentlemen of the neighborhood used to like to go down there in the '30s and have their libations and conversations and the bridge caught fire, which was the start point of the great Crown Hill complication. So maybe it's something I would like to see as we modernize, let's not forget our past and maybe some marker or historic value could be...I'm okay with the bridge being decommissioned. It's not the original. That one burnt down but I mean just to mark it as part of this development because it is part of our history.

Tim Cummings, Director of Economic Development

No question. I should clarify. When I say decommissioned, I'm not saying we get rid of the bridge. What I'm saying is we no longer use it as an active pedestrian crossing. It is still a rail bridge and until the rail company decides otherwise, it's owned by the rail company.

Chairman O'Brien

Oh it's owned, but I don't think there's a rail on it is there?

Tim Cummings, Director of Economic Development

There is. Yeah there's a rail that crosses it, I believe, once a week.

Alderman Schmidt

I think it goes downtown.

Chairman O'Brien

Yes that's correct. You are correct. Yes. Yes.

Alderman Dowd

I can verify my office was there for a number of years and yes there's at least one train a day that goes about five miles an hour.

Chairman O'Brien

Yeah.

Alderman Dowd

When you were talking about decommissioning, you're only going to prohibit walking across...

Tim Cummings, Director of Economic Development

Correct.

Alderman Dowd

...and you probably PAN-AM I would think would be in favor of that because they probably think it's a safety issue with the train.

Tim Cummings, Director of Economic Development

Correct. So this is the...

Alderman Dowd

So the only other question I have, and you have to answer it tonight, is it going to be a - I assume it's going to be a phased

project with different things done at different times and at some point, I think you'd be coming back with okay we're going to start this phase now and this phase in that...

Tim Cummings, Director of Economic Development

Yes. I've been I've been hearing different phasings and it could be anywhere from two years of construction to four years of construction to do this. The water work for the cantilever boardwalk around the buildings is very time consuming and will take quite a while. Some of this other stuff we'll be able to do in one year but some of the projects will take at least a year and a half. So then it's a question of when do you start? If you start too late into the season, you're definitely going to be two years into the project. So they're telling us right now it's a two to four year construction project. Call it three until we know better.

Alderman Jette

Thank you Mr. Chairman. So I understand this is a high level view and so the devil is in the details. Forgive me if I ask questions that are too detailed for this at this point but it's a lovely picture. I'd like to point out that my office is in the lower left corner conveniently located...

Chairman O'Brien

That's advertisement. We can't allow it. I'm only kidding Alderman Jette.

Alderman Jette

So starting when the old Riverside building are you are you planning on going to the north of that building or are you going to construct a cantilevered?

Tim Cummings, Director of Economic Development

When you say Riverside building which building you're referring to? The 4 Water Street?

Alderman Jette

No on Main Street opposite Peddler's Daughter.

Tim Cummings, Director of Economic Development

Okay.

Alderman Jette

No Riverside.

Tim Cummings, Director of Economic Development

Oh, barbecue. Yeah, sure. Okay. Yup over Riverside Barbecue. This one?

Alderman Jette

Yeah.

Tim Cummings, Director of Economic Development

Okay, yes. This would be cantilevered over the river here and then running down to an existing path that's right here.

Alderman Jette

Okay. And the new owner of that building is on board with that?

Tim Cummings, Director of Economic Development

Very much so.

Alderman Jette

Okay. Then as you as you come across, when you talk about Water Street, you talked about first of all, you talked about a dock on the south side of the river, right? So is this dock going to be, you know, to look at the river or are you anticipating it's going to provide access for kayaks and canoes?

Tim Cummings, Director of Economic Development

Correct?

Alderman Jette

It is?

Tim Cummings, Director of Economic Development

Yes. So I wasn't clear how and where people would park, how they would unload their kayaks, and canoes, and access it.

Tim Cummings, Director of Economic Development

So if let's say the dock is in and around right here, this is all private parking. So you would have to be at the, you know, cooperation of this private landowner to want to, you know, designate a spot. Or could we look to try to add a spot in through here, one or two? Again, this is at a very high level of design. Sure, we might be able to do that. That is something that the design team has talked about, but it's only going to be a spot or two in and around this area that could accommodate I think your question so you could get the kayak in and around through here. Then ultimately, you'd have all these parking spaces up here that you could then walk down to relatively easily.

Alderman Jette

Okay. Then the area where the parking is now at the park. So now that's traffic goes through there. Is that traffic going to be eliminated?

Tim Cummings, Director of Economic Development

Traffic would no longer be able to go through in back through here and loop around.

Alderman Jette

Okay.

Tim Cummings, Director of Economic Development

You would not do that. The furthest an automobile would be able to travel moving forward would be basically right through here.

Alderman Jette

Okay. So now Water Street goes up the ramp and there's an access area that you know that goes around underneath you know where the Veterans home is.

Tim Cummings, Director of Economic Development

We're preserving all that. You'd be able to go underneath still here.

Alderman Jette

But you wouldn't access it from the park. It would only be from right there where we've got your cursor now that would be a two-way street there. Okay.

Tim Cummings, Director of Economic Development

And I want to just make a note, I would not encourage people to do this. I actually am trying to see if we can design it where you come in through Mechanic Street and then go in down through here. We can pick up some more parking spaces if we close this curb cut. This is an existing curb cut so they preserved it to show what we could do. I'm thinking that if it makes sense, we might be able to make this so someone comes in here. You can go through here, come in through here, and go down. You'd control access better. You'd pick up parking.

Alderman Jette

Okay.

Tim Cummings, Director of Economic Development

But yes to your point, you could do it this way.

Alderman Jette

Okay and then you're talking about - so Water Street would only be one way going...

Tim Cummings, Director of Economic Development

...from Main Street to (inaudible)? Correct.

Alderman Jette

And so all the traffic heading east is all going to go down Factory Street and take a left turn onto Main Street? I've thought about this a lot. I don't know how you solve it. Right now, you know, there is a problem with people turning from Factory Street onto Main Street. There's at the corner of Factory and Main, it stems from I think currently one lane across the Main Street Bridge. There's a bottleneck there and so traffic going north on Main Street tends to clog up that intersection of Factory, and Temple, and Main Street and to add traffic I just think that's a potential - I like what you're trying to do to Water Street but I think there's a potential for a really bad situation occurring at Factory and Main. I'm not sure how to solve it, but I'm just - you're probably already aware of it, but I'm just alerting you to it.

Tim Cummings, Director of Economic Development

Yeah, no, and it's a fair point. I think it's one that, you know, is really a question of what are the community goals here. What are we trying to do? If the goal here is to service vehicles more quickly, then what I'm suggesting right now is not a good solution. If the goal here is to, you know, try to service the vehicles still reasonably but then also create a place where people can enjoy the waterfront, which I'm just trying to do what the Master Plan told us that we did, try to create a destination in the downtown. Then we have a limited amount of space and inevitably we're taking this amount of space and we're saying well, we're going to cut it back so we're not going to have as much capacity cuz we prioritize this, we're changing this to be green space and for the pedestrians. We are consciously making that decision knowing that the amount of cars that we used to process will not be the same amount of cars. That's just the situation that we're in.

Ultimately what I can say is, is if that is a decision that folks don't want to do, I want to have that conversation now because we are wrapping up preliminary design. So I can say we're not proceeding to final design, we're going back and redesigning the park. What I'm going to tell you is you're not going to see a park that you're talking about or what people would like, it would be a different version. It could still be good but it's not going to be with an amphitheater. It's not going to have, you know, some of the some of the amenities that were just shown and that's okay too, but I want to have that conversation now with you all before I, you know, have confidence in telling my engineering team that they should proceed. So I pulled this up because in case you wanted to kind of talk about it, this is existing conditions.

Chairman O'Brien

All set Alderman Jette? We have other questions from aldermen.

Alderman Jette

Yes thank you.

Chairman O'Brien

Okay, thank you. Alderman Dowd.

Alderman Dowd

Yeah I know that that problem you have Factory and Main Street. I think if we talked to the City Engineer, I think that could be controlled better by a shift in the way the light patterns are done. Main Street light would have to turn red .and then you'd have to have a green light at Canal or even next intersection because Water, Street, wherever it is, you need to clean them out before you had the Factory Street people turn. I think there's a way of doing it by - I think in looking at the lighting, the way the lights work right now, I think is causing the problem. I mean it's probably exacerbated a little bit with the current, you know, outdoor dining configuration but I think there's a way to resolve it. I think that probably Director Cummings you ought to have a discussion with Dan about the lighting in that intersection.

Tim Cummings, Director of Economic Development

I'll make a point of having a conversation with him.

Chairman O'Brien

Yeah and I would like to, if I can glom on that, I think with the outdoor dining and I think the whole light structure of Main Street may at least have a briefing on that as we look at that project additionally as well too to help us out with making decisions on that as well. Do we have an antiquated system or an adequate system? You know and that's probably a legitimate question there.

Tim Cummings, Director of Economic Development

While I have this up, something I just want to talk to folks about something else that we're just starting to wrestle with. I'm not suggesting we can do this right now but as we're thinking about adding differing elements to this downtown area where my cursor is, is public parking and maybe it would make sense to add additional parking by putting in a prefab modular parking deck using this grade to our advantage. We could double the existing supply relatively easily which, you know, with the current layout as suggested in shown, we are not losing any public parking. We are preserving all the public parking that had been a design goal from the beginning. We might be able to increase it, though, by looking at this and adding a parking deck over here. I'm just talking about one parking deck using the grade to our advantage because there's quite a change here. And then also looking to do the same thing over here. So this area right here and this is all kind of publicly owned, and could we look - again, there is quite a grade change in Pearson. Could we look to put a parking deck right here as well? Maybe you drive in off of Court Street to the top floor and you drive down Pearson to the bottom floor, and you just easily use a prefab, you know, concrete parking deck, and use the grades to your advantage to try to make that work. That's something else that we're talking about, again, to add supply of parking. It's something that we're definitely going to need to think about doing for trying to make the connection here because although we are encroaching in on this property a little bit, I know the future development potential here where there's talks about putting in a building. You're going to need to have some sort of centralized parking.

I'm waiting until we get past the parking study before we do anything like that but these are the thoughts that we're having and we're trying to keep a mind towards it as we're trying to think holistically and 50 years down the road as to what it is that we might need to do, and also try to be economical about it. Everything I suggested, I'm trying to keep, you know, a keen eye on trying to do it as efficiently as possible. But these are some other elements that we're talking about, you know, to, again, enhancing the waterfront and also centralizing parking and creating more parking supply.

Chairman O'Brien

Hold on Alderman Jette. We have Alderman Schmidt next.

Alderman Schmidt

Thank you, Mr. Chairman. We've asked a lot of the people who drive into and through downtown. We've made changes. It's been difficult for some people not just the parking, but the people trying to get through. It's going to take a little time for them to understand things are going to change and we don't want to do it quickly. We don't want to make it difficult for them but we want to make the city more walkable, more entertaining, more available for outdoor for all sorts of things. I mean downtown is the place where people really want to go and if we do have to make some changes, people can get used to it and they can complain, and they can tell us what they'd rather have, and we'll try to do our very best but some changes are just going to come. I think that park especially Parc De Renaissance is a marvelous idea. I mean we need parks downtown. We desperately need parks downtown. What's there now is too small. It just doesn't serve the community, or the city, or the rest of the city, the whole city. As a matter of fact one of the first things I heard in a Ward One comment period was we've got a river. Why aren't we using it? It's a beautiful river and this is just remarkable and I really loved the design. Thank you very much.

Tim Cummings, Director of Economic Development

Thank you.

Chairman O'Brien

Thank you. Alderman Jette.

Alderman Jette

Again I know you like to approach these things from a high level, so backing up to a higher level, we had talked - if you could move the picture up to include more of the south portion. Before I became an Alderman, there was talk about reconfiguring the one-way system.

Alderman Schmidt

Oh yes.

Tim Cummings, Director of Economic Development

Oh yeah, I would love that.

Alderman Jette

So that, you know, East and West Pearl would be going west and Factory and Temple would be going east. So with this, making Water Street going westward kind of I think it may eliminate that possibility you know. If you had traffic coming from the Broad Street Parkway or from Ledge Street able to go down West Pearl Street to East Pearl Street east, and then traffic coming from the east part of town, and Hudson, and whatever going west on Temple Street, and over the Factory Street, and then Water Street could then possibly be the eastward. You could maintain the one way system you're talking about. I think you could still accomplish what you are looking for but instead of making it going west, it would be going east and that may alleviate some of that maybe alleviate some of that problem I talked about - traffic turning from Factory onto Main Street.

Tim Cummings, Director of Economic Development

So the one thing I do know is traffic is like water. It will find a way. So there's all many, you know, iterations that could come about. I'm not really sure what's the best at this time. I think this needs a lot more study. What I can tell you is the consulting team that were using - VHB, they were the consulting team hired for the circulation study before the Broad Street Parkway and during the Broad Street Parkway. They've really looked at this area. It was their recommendation to based - and a lot of this was on emergency management response is if we're gonna do Water Street, the best way to do it is from Main Street to West. To do it from Main Street to Factory Street. So they did look at it in many different ways and actually something that they actually recommended is that you actually turn off Water Street altogether and just eliminate it.

With that being said, that was also prior to us doing anything with outdoor dining. I think Dan Hudson would say I better make that abundantly clear so I will. But they have looked at Water Street in many different configurations. Ultimately it

was their recommendation or their opinion that if we're going to keep Water Street, you know, the best way to do it is to have it go westward. So that's how they designed it. We have a lot of moving parts here in the downtown and we could do so many of them, and I think so many of these mini projects will have great impact. I'm trying to figure out which ones this community really wants to move forward first. So that's what I'm trying to do because we could do Water Street. We could do the reversal. We could do the Main Street project. We could do the riverfront project. There's a lot of energy in this area where there's a lot of smaller projects. All of them will make a huge significant impact to improve the area

Chairman O'Brien

Director Cummings if I may. To revisit back to the Water Street, I know you're saying (inaudible) traffic will flow from Main Street out to Factory Street but you could go to the bigger overview so people can see what exactly. I think the usual caveat says you know my previous life I was a Deputy Chief on the Fire Department I used to work with the TIGER Program for traffic flows. So they still have that but anyways, but you got to keep in mind the Amherst Street station house up there. Anything within Central Street/tree street area, they're going to access Water Street. If you look at Main Street, the only other access would have to be coming off of High Street. That's too far down. If you're talking minutes can turn into hours, you know, in that type of emergency vein. So like I say, I would I would encourage that traffic flow - keeping in mind with the usual caveats that's also a feeder for emergency purposes equally as well, particularly for the downtown. I'm sure the Fire Chief Rhodes could brief you on that equally as well and show you probably the times because I know they do run the times.

Tim Cummings, Director of Economic Development

I know I know the design team reached out to the emergency management folks and it was recommended that the Water Street go from Main Street towards Factory. That is how it should be designed for emergency management reasons.

Chairman O'Brien

I also know Alderman Jette mentioned the oval, but let's not forget too we're doing a lot of wonderful things and one of them is the project of Bronstein, which is within a stone's throw of the oval. So, you know, maybe we should take a look back and see everything else because we are changing something to a neighborhood that definitely could use a boost. You know what I mean. I think we're on the right track that's for sure.

I'll just give you my final - look at Providence. I like their fire on water. I understand doing something along the riverbank. Let's give the good people something to look at.

Tim Cummings, Director of Economic Development

I just want to note that the ex-firefighter said something about fire on the river so.

Chairman O'Brien

Oh, I'm all about that within limited fun. You know I'm sure the Fire Marshals' Division I already know they have a file on me so that's okay.

Tim Cummings, Director of Economic Development

Okay fair enough. But that's the whole point here is to activate the riverfront so people can enjoy it. We put some fountains in. I'm not sure if anyone's walked the riverfront lately, but it's been landscaped all summer. The stumps have been ground down. We are maintaining it. We will continue to maintain it. It will only get better year over year. When we first started this two or three years ago, we had a lot of invasive species. We had a lot of vegetation. It made it very difficult to see the river. Now I think you have beautiful views in all different areas of the river that we didn't even realize, and I just hope people are starting to enjoy it because I think it's going to be a huge benefit for us to for the downtown moving forward.

Chairman O'Brien

Anything else? Members of the Committee? Director Cummings, as always, you're welcome to come before the Committee and discuss the infrastructure needs and wants, particularly on a lot of the projects. So thank you so much for the update. I know we kind of went off the script a bit, but we very much - this Committee likes to be informed and so does the public so thank you very much.

Tim Cummings, Director of Economic Development

Thank you.

Chairman O'Brien

All right. Going back, I think are we pretty good with general discussion? Okay. Seeing that, moving on to public comment.

Alderman Schmidt

No one's here.

TABLED IN COMMITTEE

O-20-004

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

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

- Tabled at 2/26/20 meeting

O-20-032

Endorsers: Alderman-at-Large Brandon Laws
Alderman Thomas Lopez
Alderman Jan Schmidt
Alderman Skip Cleaver
Alderman-at-Large Shoshanna Kelly
Alderman Elizabeth Lu

REDUCING THE FINE FOR OVERNIGHT PARKING VIOLATIONS

- Tabled at 10/28/20 meeting

PUBLIC COMMENT - None

Chairman O'Brien

Okay, seeing that we're all alone, I guess we could go all night. Remarks by Alderman. Seeing none.

REMARKS BY THE ALDERMEN - None

POSSIBLE NON-PUBLIC SESSION – None

ADJOURNMENT

**MOTION BY ALDERMAN SCHMIDT TO ADJOURN
MOTION CARRIED**

The meeting was declared closed at 8:22 p.m.

Alderman Jan Schmidt, Committee Clerk