

SPECIAL COMMITTEE ON RIVERFRONT ACTIVITIES

October 4, 1999

6:00 PM

There being no quorum, no meeting could be held.

With some Aldermen and members of the public present, the following informational presentation was made.

Final report and recommendations on the Riverwalk Master Plan to be presented by Tom Sommers of CLD.

Mr. Sommers stated you have in front of you the three sections of the report. The first section is the Economic Development Potential Section. The second section is the meat of the project, which is the color rendition of the Master Plan itself and the third section, is the cost estimate for the Riverwalk portion of the project. I want to make sure that I distinguish that because there are a lot of Riverwalk, or let's say Millyard Riverfront development items that are not part of the Riverwalk itself like most of the parking, like a baseball stadium, like other improvements to Commercial Street and some plazas, etc. Those are not in that cost estimate. We have promised Kevin that we will do additional cost estimates so he has a complete listing later on, but that is not really part of this contract. That is kind of a pro bono thing. First of all, real briefly the economic section that is being presented here, there are no real changes to it except for one that we will make and that is that in the chart with respect to that it showed the CIP Committee as being involved and that needs to be changed to staff because that is the way the procurement code reads and that is the way it is being done with respect to the management arm of this effort. A couple of places that I would refer you to in Section 1, there is an Executive Summary Page 7. Page 7 gives the BBPA's analysis of what they think can become of the Millyard area as a result of the catalyst of a Riverwalk and riverfront development. First of all, their indications are that between 950,000 to 1.48 million square feet of office space can be expected and between 192,000 to 288,000 square feet of retail/restaurant space can be expected. Up to 490 housing units and more than 700 new residences can be expected and most importantly, between \$227 to \$237 million of additional property value, bringing back approximately \$7.5 million in additional property taxes plus all of the other economic benefits that go with that for individual businesses, land owners, etc. and this doesn't include potential spin-off on other parts of the City as a result of having something like this and being known for it. Then, there is another \$180,000 in additional revenues for the Central Business District which can be expected. Those are...and that is with the complete build out. The idea of the Riverwalk is that it will be a catalyst for additional public/private partnerships that will expand all of the other type of development in the Millyard, south

of the Millyard, and hopefully crossing over to the West Side when we cross over with the bridge. The other item that I should point you to that I think is important with respect to this is the management fold out section. It does not have a number on it, but it is the only fold out page in this and you will see that BBPA has started with a projection of \$219,000 to begin a management program, which is essentially run as a separate private or quasi-public entity if you will and Bob MacKenzie is going through that process now to determine that. You will see that that number goes up to \$558,000 in the Year 2001. That assumes that we have a five-year build out of this program. In other words, that assumes that we have some substantial build out. You would expand this program as you build the project out and as you need more management, more marketing, more operation and maintenance. The rest of that, after that five-year build out, is basically an inflation escalator in there. That also includes a capital reserve beginning after the Year 2001. I think those are the major elements of Section 1 that I specifically think you should be aware of.

Alderman O'Neil asked, Tom, as you start to breakdown to the maintenance portion, back to your fold out here, might we be a year or so early on that.

Mr. Sommers answered I think we could be. I think what we do is we play that. We start with the \$200,000 or \$219,000 and work that back and forth. These are estimates. We work that as we feel we need it. This is because somebody had to make an analysis based on some assumptions and based on those assumptions that is what they came up with. Before I go into Section 2, which is the plan and I am going to go through that very briefly just to tickle your palate again. I did want to go to the cost section. If you go to Page 3, which is Section 3, you will see a summary of costs. The base project, which is now seven phases of construction going from the west side, down to Jac Pac and all the way up to the Amoskeag Dam and really we are going a little beyond the Amoskeag Dam, is \$10.2 million to \$12.9 million rounded off. That range is due to variations in costs that you might have for different items. We decided to use a range of costs and not just say it is a specific cost given the volatility of the construction market right now. If you add on additional items and those items vary depending on each phase, but there are some additional items that you don't have to have but that you might find to be good things to have later on but they are not necessities to make the basic Riverfront development project work, you would add another between \$5.2 million to \$6.5 million for a total of \$15.4 to \$19.4 million. The number I would look at is the one in yellow as the project that is comparing what we think gives you a good basic program. The reason why this price has gone up is that as part of this Master Plan we brought in a land planner who showed us a number of things that really should be done to embellish this beyond what our original ideas were and those are those kind of costs in there. There are things like at the Riverwalk in Phase 1A, which we are doing right now; we have an upper and a lower section. Before we just had a lower section, but they told us and showed us why it is important that those two things be connected and why you have an upper path in that area and a lower path. That is the kind of thing that we are talking about. We had a

number of additional plazas that helped to embellish this thing. There are other items like that along the entire riverfront that change the entire numbers. I want to make sure that is clear to this Committee. We have done a lot of work in terms of this estimate. The other thing I need to make clear is that it doesn't include every piece of parking garage, ball field, etc. that could happen in the Millyard as a result of this. Those are other numbers that would have to come in. This certainly provides the catalyst for where we want to go to get those things and makes those things, I think, as you build this more real and more likely to happen as a result of this program.

Alderman O'Neil asked this is all based on trying to do this within a window of five years or so.

Mr. Sommers answered yes.

Alderman O'Neil asked is there any downfall to pushing it out, spreading it out, six or seven years.

Mr. Sommers answered you will have some more escalator in terms of inflation. I don't know what that would be. Inflation is running 2% or 3% right now, but you can't tell. The downfall is that you will have some inflation.

Alderman O'Neil asked that is total construction cost that we may not be responsible for raising all of that money. There may be other funding sources out there, both public and private, which could be used towards this?

Mr. Sommers answered absolutely. I don't have a strict percentage, but I know that some of this is already sitting, but I know that Mr. MacKenzie has been going after Federal and State money very hard and I think he has already had some success. I am not 100% sure.

Alderman O'Neil asked there may also be some private money out there, right.

Mr. Sommers answered I am expecting that private money will start stepping forward on some of these things. This is a cost without prejudice to who is going to spend it. The last thing I want to talk about is the Master Plan itself. Essentially, I will start on the West Side. The West Side of our program ties into the rail trail, which is being developed through Parks & Recreation with a separate consultant, and I know they are here tonight, Kimball-Chase. What we show is that we feel it is very important that the connection be made through on the trail itself and not go onto streets and we have had discussions on that. It would cross over Second Street and tie into a plaza area, a gathering area that we provide and then connect to the first major part of our project, which is the bridge crossing which is this plan right here if everyone can see it. The idea of this plan is to bring back the look that we lost on Bridge Street. This is a pedestrian level bridge, about 8' to 10' wide. This arch is not structural, it is a façade, but we would

build up the abutments and as it crosses the river you can see the railing lowered down and I think it is going to be a pretty nice look. I think as an entrance to the City, if you can think of what it would look like as you are driving up 293 and you see this thing and then you start seeing all of these parts all lit up and everything at night, I think it is going to be quite dramatic and quite an entrance into the downtown. Moving from there, we go to the other side of the river, the East Side of the river, and we begin down by Jac Pac Foods and we need to make tie-ins down here at Sundial Avenue. The intention is to run a trail through an existing sewer easement that is there now, up through, connect to that bridge and then connect into the portion of work that we are doing today which we call Phase 1A and that is this portion right in here which comes up here in front of Singer Park. We also show a couple of development potentials here. One is right here, which we would like to see as a Residence Inn or a long-term stay hotel or even high-end condos. The idea being that you would want this area to be kept up and it would be good to have residents down there. Here is a great private development piece to increase value. We have another piece right here, which is just south of Singer Field and that is another development potential that could be built into any kind of a City project from an arboretum to whatever. These are not elements that are in the Riverwalk itself now, but this is what could happen as a result of the Riverwalk.

Alderman Pariseau asked is that taking into consideration the State's wishes back some time ago to extend South Commercial Street onto Sundial, which they no longer favor.

Mr. Sommers answered it could be done in this concept, but we really discourage it. Are you talking about the ramp over?

Alderman Pariseau replied I don't know if it was a ramp. It was an improvement to South Commercial Street to come out onto Sundial Avenue.

Mr. Sommers stated this provides for a park road through there.

Alderman Pariseau asked but that is something the City would have to do now, right.

Mr. Sommers answered yes, because this is going to be a narrower than normal road. We call it a park road. To allow access here and to allow local access through here. It is not to become a through way.

Alderman O'Neil asked that issue has or hasn't been resolved yet.

Mr. Sommers answered that item is not 100% resolved yet, right Mr. MacKenzie.

Mr. MacKenzie stated actually there is an addendum item on the CIP Committee that will be addressing the policy issue of the Board of Mayor and Aldermen. Frank Thomas and I have spoken about it and we will be able to discuss that with the CIP Committee.

Alderman O'Neil asked is there a recommendation from City staff to the CIP Committee.

Mr. MacKenzie answered yes there will be.

Alderman O'Neil asked might you be able to share that.

Mr. Sommers stated the next section is where we are working right now. Phase 1A is under construction right now. We expect that a majority of that effort will be completed in the next month to month and a half according to our contractor. They are starting the electrical now. If you go out there, you will see the retaining wall on the lower part. It does not include this ball field. This ball field is a minor league size stadium. We have several other smaller scale pieces that could be put in, but my understanding is that this should be something that is considered with this to show that it can fit with the Riverwalk. This is Singer Park here. We will have an upper and lower section for this. The intention of this first part is to make a nice place that fits in the area, but also begins as kind of a catalyst for people to start saying oh, something really is happening here. It is going to be lit. We are going to have a scaled down entrance configuration, but a nice entrance configuration. We are hoping to have it in time for some of the primaries and stuff so they can do the newscasts and stuff down there. We are working with Mr. MacKenzie and the Riverfront Park Foundation. We have a good program going and a very good contractor and we are competent of what this is going to turn out to be. Everybody on board is really excited about getting the project done nicely, but what this also shows is how this whole thing connects. This is the crossing over the bridge. This is another idea of some parking down here. If you had a baseball stadium, you may not want to do that other development piece that I showed you on the last plan right here. These are options that can be done depending on how you make this whole thing fly. The other thing that I should note is that the Rubenstein lot sits right here and it is really important to the overall development of this project down the road. Not a necessity for the Riverfront project to occur, but for better development in here and better use of the parking and better use of the frontage roads and stuff, it is important.

Alderman O'Neil asked where are we with the Rubenstein property.

Asst. Solicitor Arnold answered we have gotten a proposed agreement from Ransmeier & Spellman in Concord. We are reviewing that. It will be submitted to the CIP Committee tonight so that they can take a look at it. We are working on it, I guess, in a nutshell. There are, as you know, some serious environmental concerns on that lot.

Mr. Sommers stated at this point I also included some parking decks, not in the cost of the Riverwalk, but certainly these types of things come down the road especially if we are going to have a baseball facility here. Note that we provide for some kind of turn around fixed up area at the end of Commercial Street. Right now, if you drove there it looks like it is no person's land and you don't know where to go. We want to make that into a nice

feature and that is part of the other ideas with respect to riverfront development. Continuing north on what is called Phase II, those sections that I just went through area all parts of Phase I. There are three parts to Phase I. Continuing north to Phase II is the continuation up in front of Langer Place. The center portion of that building is now owned by Dave Recetti, which is the Furniture Warehouse and then a piece that sits in limbo which is the Women's Gym piece. The intent is to have an arcade through the building, through some or all of this section. We are trying to convince the owners that they ought to provide arcades front to back in the building. That is not part of our cost, but we certainly want to help them move forward with that as part of the private investment. The balconies out front of that facing the river so that as you are getting off the Granite Street off ramp you kind of look right onto it and you will see this area stand out and be lit. This particular area then ramps down underneath Granite Street, ties over to Lowe Plaza by Jillians and Gateway and then moving on to the Gateway 1, 2 and 3 buildings. This is a rendering of that section in front of the Gateway buildings. This being Granite Street and then going north just to give you some idea of what it might look like with the Riverwalk in front of it. If anybody else wants to take a look at these, I can pass them around. A non-profit is here and I know that they are working on renovating Gateway 2 & 3. We want to work with them as part of that. This is Phase III now. Phase III begins at Jillians and comes north to the north end of those buildings. Putting in hopefully in between the buildings landscape plazas here and here and improving the parking on Philip Cote Drive in order to make it into a parking lot so that we can take the parking out that is here and being planned for here and take those and move them out. We have come up with a concept that I think will work and allow us to pull all of the parking out of there and make those into plaza areas on the Riverwalk. Again, we are fighting that battle between parking and keeping the beauty along the river. This is a cantilever and tiered sections along the front of these buildings, along each one of these that we feel you will be able to walk around the back side on each one of these and then have access. The access, which we feel is probably the most prevalent and the most public one ought to be the second one to the north and that is the one we are emphasizing, or we would like to emphasize. Don and I have been in some contact in trying to see how this could all work. That project, because they are moving fast, Mr. MacKenzie and I have talked about moving that up on the agenda because we could probably get some synergy there in terms of how we develop the whole thing for everyone to work better. Moving up to Phase IV, that was Phase II and III, we go in back of the Waumbec Building. The intent here is to extend it along the top of the existing wall back about 3' so that we have a 13' or 12' section. The 12' section being the paved walkway and then a landscape buffer between that and any travel traffic or any parking. We know that we have to deal with about 50-70 cars behind the Waumbec Building in order for this to happen. We are fully aware that we have to provide alternative parking for them in order for us to get this part to work. Part of our thought is that as this begins to show up south of them, they are going to like what they see and help us find alternative parking. Again, that continues on behind the Dean Kamen research center. This is a public street and we would have some expansion here. We have to look at those streets.

They are somewhat narrow, but we find that we have far less parking that we are taking in order to make that work for that section. The next part is up in front of the existing Arms Park. The Riverwalk itself would be more or less in the same area as it is now with some upgrade to the landscaping and upgrade to railings, etc. as necessary. A future idea is to take back Arms Park parking lot and make it a park versus a parking lot. I have heard, and we have talked to Carol Lacroix at UNH and as long as we can facilitate parking, they are very agreeable to this idea. The idea is to make this into a campus idea in here with a combination of retail, commercial and institutional with UNH being right here. This also connects to the Stark Street project, which is going on here and which I assume is going to continue on down so now you have a connection up to Elm Street also. Here is a major private development potential. This is a parking garage faced with a retail office use that is a prime location. It fits between the Notre Dame Bridge and the UNH building. It could be a prime location in a way to also not only handle parking, but to create some pretty high-end development. Another parking deck up on Bedford Street is shown also as part of this. The Riverwalk itself continues with embellishments behind the Madden's Building and the Stark Mill Brewery. Continuing on through we have some car parking to contend with. Since I work right here, John told me that if we lose any parking we will just take them away from here. We know that we have some things to contend with. We have put some money in to redo the parking here and we can grab another 25 to 40 spaces in here depending on how we redo this so there is some of it back and that is surface parking. We found some ways. This, by the way, doesn't include the fact that Commercial Street has already been changed to angled parking so that is almost 200 spaces that have been picked up there. This is the final piece of it. This is basically an extended walkway out along the Jefferson Building, out in front of the Steam Plant building and basically following the river up to the old remnant canal and around. Really now we have priced in a continuation of this up to the dam itself and we have provided an extra price as part of those additional things that you can do. One would be to build a marina, a small marina right here and another one would be to put a pedestrian bridge across that gets you over to the fish place. Those are future things that can be done and they came up in discussions after we were more or less complete so we did fit those into the costs because we felt that they were good elements that somebody might grab hold of and take care of. LDR will be here tomorrow as will the BBPA. We will make a slid presentation to the Board. I should note that Peter Ramsey is here. He has been instrumental in this, along with Bob MacKenzie. I also should note to you that Todd Connors is working with our office now and he will be working with me on this project. Todd is a lifelong resident of the City and member of the Conservation Commission so he has a strong commitment to this project and I am looking forward to having him work with me. A couple of other things, I don't know if we want to talk about the PSNH idea. We know that PSNH is looking at putting the lines along front of Singer Park underground which will be a great help because that is right where our upper section of the Riverwalk goes and that has been discussed.

Alderman O'Neil asked, Mr. MacKenzie are you going to talk about that on your piece at the end.

Mr. MacKenzie answered I have identified some budget information and we can talk about that a little bit later.

Mr. Sommers stated maybe 10 years from now and this comes from talking to Tom and CDM, there are a number of storage tanks that may have to be placed in various sections along the riverfront. I have discussed those and there has been a memo put into this where those might occur. A couple of those might cause, someday, if they were to happen, some disruption. Maybe some of them...most of them occur where we have parking garages so maybe what we do is put a parking garage in without the lower deck and put the storage in if that is necessary. The point is that they may or may not have to occur depending on how this first phase of the operation works, but we have at least discussed them, are aware of them and considered them in the program. That is the CSO program.

Piscataquog Trailway Master Plan update to be presented by Ron Johnson,
Deputy Director of Parks, Recreation & Cemetery Department.

Mr. Johnson stated I would like to introduce Bob Duval. He is the consultant who has been hired by the NH DOT to work here with the City. The Piscataquog Trailway has been in the planning stages for several years. We received two grants for the trailway. Back in 1995 we received the first grant which allowed us to purchase the rail corridor. I should back up and say that the Piscataquog Trailway is actually the former Goffstown Branch Railroad, also known as the Manchester & North Weare Railroad that went from the east side of Manchester across and through the west side to the Goffstown town line. When the City purchased the property, it is about 1.75 miles, the first grant allowed us to purchase it, to take the railroad bridge that was over Second Street that was deemed to be a hazard to traffic and it also allowed us to develop the Master Plan which is what Kimball Chase is doing at this point. The grants through NH DOT are called Transportation Enhancement Grants and usually the City gets awarded the grant and it takes a couple of years for it to actually get initiated. In 1997, we received another grant, which is actually just starting right now. It just started with the new fiscal year for the State and Federal government on October 1. That is going to allow us to do construction of about one mile we anticipate. The grant for the construction is about \$372,000. I think Bob will go into a little more detail on what that buys us. There are a couple of alternatives and some issues that we need to look at and I think Bob will bring those up. Initially, we were talking about constructing our first section by the West Side Ice Arena and the Piscataquog River Park. The City owns quite a bit of land out here. We have some existing trails and we felt that if we needed to construct a part of the trail it would be best to tie it into some of the trails out there. Recently with the Riverwalk development on the East Side of the Merrimack River, there has been some interest to see

if we could focus down in this area but there are several issues down there when you get closer to the Merrimack. One is the bridge over the Merrimack, which is estimated at \$1 to \$2 million depending on the modifications. The City Planning Department recently submitted a new grant through this Transportation Enhancement Program for those construction dollars. They won't get awarded until next year and it will be two more years before the funding is available. Even if we did construction in this area, we would have to wait a couple of years. Our next construction grant will begin this winter with design work and the construction dollars and work would happen next spring or summer. Some of the other issues would be we would also have to construct a bridge over Second Street which is going to add to the cost at this point and there are a couple of out parcels right at South Main Street. When the City was notified by the Bureau of Railroads that this corridor was for sale, quickly a couple of out parcels were sold. One at Tires, Inc. and one at Dave's Auto Center so there is a gap right now in the middle of the railroad line and we are going to have to look at some alternatives. Some of those are the issues that we are looking at. I think Bob is going to go into a little bit more detail and we are here tonight at the request of the Riverwalk team to just get some direction from the Board of Mayor and Aldermen and this Committee. With that, I will turn it over to Bob Duval to go into a little more detail about the Master Plan.

Mr. Duval stated let me start by explaining what our contract includes here. We are to study the former Manchester North Weare Railroad to serve as a multi-use path for bicycles and pedestrians from the Piscataquog River in the east to the Merrimack River in the west. The length is about 8,700 feet and we are to do a Master Plan to examine the existing conditions and constraints that we see along this corridor and to take a portion of this, the portion that the City feels approximately \$325,000 worth will buy, and do a preliminary design of that portion to get a more detailed cost estimate and some detail for the construction itself and then go to final plans for construction immediately thereafter. We have completed the first part which is the data gathering of the existing conditions assessment and we are just now starting on our Master Plan. Our Master Plan will really focus...the preliminary design portion will focus on the area that the City wishes to construct. So let me jump right into the major issues that Ron has already outlined for you. They are, a bridge over the Merrimack River. Without a bridge over the Merrimack River of course there is nothing to connect to on the east side which tends to diminish the value of this pathway since it is a developed urban area and there is plenty of opportunity for pedestrian and bicycle use now. At the West End, the river park area is an excellent, fairly low cost area to do development of the bike trail; however, there are some environmental issues. This section here, approximately starting at the Biron Bridge Overpass to opposite the West Side arena, has been identified as having some rare species, two species of plants. Wild Lupine and Bird's Foot Violet and two rare butterfly species - Frosted Elfin and Dusky Pursivus. As a result, we met with a Committee that has been formed under a grant from the EPA, we are working at diverting the trail around the West Side Arena parking lot, which is actually not a bad alternative because it does tie in with an existing trail that is out there now and this area here is really just a sand pit

and not preferable to the alternate path which would go into the environmentally sensitive area at that point. The second major constraint is the Second Street Bridge, which has been taken out. If the Merrimack River Bridge is constructed as part of the Riverwalk project, immediately it would have to come to ground unless the Second Street Bridge is reconstructed, which is only about 500' beyond the end of the Merrimack River Bridge. So unless the Second Street Bridge is constructed at a cost of perhaps \$150,000 to \$200,000, you would have to detour through City streets to get back onto the alignment. Now a third constraint that we immediately face is the two outer parcels that were sold prior to the City's acquisition. One to Dave's Auto Center on the east side of Main Street and the other to Tires, Inc. on the other side of the street; approximately 500 feet total, which there is some questionable access to. On the Dave's Auto side it is understood, although we haven't seen the actual instrument, that the City maintained the right-of-way. On the Tires, Inc. side, it appears that the City would have to reacquire rights to pass through that parcel. In the event that these parcels are not reacquired or the Tires, Inc. parcel is not reacquired, there would have to be a detour that would come to ground either at Main Street or even back at Second Street. You can see here if you look close that there is a network of streets that are suitable for a bike path in the interim and then coming back into the railroad parcel just beyond the Tires, Inc. owned parcel. Then from that point there is a section...attached in this little handout a couple of typical sections. If you look at the first one called the Sunken Road Section, that gives a clear idea of what the right-of-way looks like from just beyond Tires, Inc., just beyond Main Street, all the way up to Granite Street and just about 200 feet beyond the Granite Street Bridge over the railroad parcel the road starts coming out of the ground and begins to look more like the Riverpark section on the next page, which is the elevated section. So it goes from the slightly elevated section more or less at grade through this section to a deeply sunken section from Main Street to Granite Street and then to an elevated section through Riverpark and eventually again through an at grade section here. Each has its benefits. Obviously from an access and construction cost point of view, the best scenario is to have an at grade section, however, the cost of the elevated section is not much greater. Probably on the order of \$30 to \$50 a foot but when you get into the sunken road section, which right now is a swamp, there would have to be some drainage put in as well to dry that section out and allow us to build a reasonable bike trail. So the cost here would be higher. Perhaps as much as \$75 to \$80 per foot. We are saying the overall average is on the order of \$50 a foot more or less plus the cost of the bridge at Second Street, plus the cost eventually to connect to the Goffstown trail and the cost of upgrading the existing wooden trestle over the Piscataquog River. Now we are also recommending at this point that the entire trail from it's beginning at the Merrimack River all the way out through to the Piscataquog River be paved 10 feet wide. The idea being that this is an urban area and we want to connect all of this development here, all of this development here to the East Side of the river and to allow pedestrian use and accessible pedestrian use and wheelchair use of the path throughout this section. Then it is also understood that in the future perhaps this would be a logical transition from an urban/suburban environment to an oral environment where this could be a natural surface trail for mountain bikers and

that sort of thing. It would attract a different user for a different purpose whereas this could easily be short trips, well throughout this entire length could easily be pedestrian short trips. There is one section here, as an aside here the sunken road section which doesn't really lend itself to access to adjoining homes so there is approximately 2,000 feet of road here which would probably be without access but not for that section you have access at least every 300 feet and in some places much more available than that. I have briefly gone over the costs. As I said, the average per foot cost could go for a low of \$30 per foot if everything is okay, to as much as \$80 a foot and maybe even higher depending on whether there is a coincidental need for lighting and a guardrail and pavement and drainage. The bridges of course would be separate to that. The City, having in hand approximately \$325,000 which at an average cost of \$50 a foot would construct about a mile or 5,000 or 6,000 feet of path, we are looking at constructing something in this range here or in this range here. Having discussed with the Riverwalk group their strong desire of having a connection, once they build their bridge, to have somewhere to go to on the other side of the bridge. So starting from that bridge, we can connect up to at least Main Street. The cost, but for the bridge, is not very high there. It is elevated and the materials are in good shape. There is very little ancillary construction that would have to be done. The real cost is just the Second Street Bridge itself, plus the low-end side of the paved path. Then we do have to content with the out parcels at the same time so if you are talking about right-of-way acquisition, the cost goes even higher. On the other hand, this is a fairly low per foot cost as well. We can, perhaps, easily get from Piscataquog at least to the end of the developed athletic field and perhaps to the entire length of the Riverpark, which really extends from Whittemore Avenue up to the Piscataquog. This entire section could be constructed within that budget and this would tie in very well with the existing network of recreational paths and multi-use that the City is trying to encourage down here in this park area. There is a very large, in addition to the athletic portion here; there is a very large passive use area on both sides of the river that would become more accessible. That is where we stand right now. As Ron said, we are looking for some guidance from the City as to how you would like us to proceed with this. We are at the end of the existing conditions study and we have submitted a report to the Parks Department. We are working with them to tie up some loose ends there. The next step is to go forth with our preliminary design, our Master Plan, and we would like some kind of input about where we should go with this.

Alderman O'Neil asked the money that has been approved can we use that to build a bridge at Second Street.

Mr. Duval answered as far as I know the money can be used.

Alderman O'Neil asked could the money be used to purchase land or a right-of-way of property.

Mr. Johnson answered to purchase land, I don't believe so because our first grant was to purchase property and this one is for construction. We could always go back to the State and ask for an amendment so it is a possibility.

Alderman O'Neil stated my opinion, Mr. Chairman, would be that it should concentrate on the east portion of it and go as far as we can with it. I think the bridge going over the Merrimack is going to happen sooner than later and it would be nice if it had a place to go to on the East Side.

Mr. Johnson replied some of the initial concerns we had was that I think the new grant that the Planning Department submitted they went for these transportation enhancement funds which is what allowed us to purchase the land and now do the construction. I believe one was submitted at the end of August for that. I think it will be two years down the road unless the City pushes it up further.

Alderman O'Neil responded that may happen. I don't think any of us are going to wait three years to get money to build that bridge.

Mr. Johnson stated we would like to start construction next spring. As a side note, out here after you go across the Piscataquog, there was another parcel that went to the Goffstown town line that was not part of the purchase and a developer has approached us, the person who did buy that, and he has contacted the Planning Department also and he has an interest in doing a land swap with the City. Also the Town of Goffstown has received a grant to develop their section and to purchase their section so that is ongoing. I think that down the road there could possibly be a long-term connection. The Riverwalk Team that has been working on the east side quite a bit did have some interest in that and that is why we wanted to come here tonight and get some input and feedback.

Chairman Reiniger asked, Mr. MacKenzie, are you the Chairman of the Riverwalk Team.

Mr. MacKenzie answered no; Mr. Ramsey is the Chairman.

Chairman Reiniger asked has the team been briefed on all of this.

Mr. Ramsey answered yes.

Chairman Reiniger asked does the team have a recommendation.

Mr. Ramsey answered my initial feeling is that it is hard to speak for the team. I don't think we ever voted on it. Some of the West Side Aldermen felt pretty strongly that it would be nice to have a connection between the east and West Side and the part on the eastern side is more urban and a lot more people could utilize the trail. I think Alderman Thibault had some pretty strong feelings about that. I think one of the other issues that the team brought up were the out parcels because it is critical that we do come across...rather than to go on City streets, I think Tom's consultants and his team have looked at it and it is better to keep it straight. I think we are also looking for direction to go after those out parcels. One, there is a possibility that we do have a right-of-way through there but the other, as Bob mentioned, requires some kind of action. I think that is something else that we would like to have some recommendation on and I think it could be part of the report. Perhaps we could get the Solicitor's Office to take a look at it.

On motion of Alderman O'Neil, duly seconded by Alderman Pariseau, it was voted to strongly recommend that the project begin on the East Side.

Update by the Director of Planning on the Rockingham Trail and efforts to remove the restriction at Peabody Avenue.

Mr. MacKenzie stated you are probably wondering what does Peabody Avenue have to do, since it is in Youngsville, what it has to do with the Riverwalk. In essence, all of these do tie together. I am not sure if you can actually see this, because it is a fairly small plan, but this shows the City of Manchester and really how the Riverwalk ties in with several other key trails and really makes this a trail system that covers most of the neighborhoods in the City and makes connections to other parts of the State. You can see in red here is the actual central part of the Riverwalk. That connects into the West Side to the Piscataquog Trail that you just saw in the Master Plan. This system also will eventually connect, via the NH Heritage Trail southerly all the way to Massachusetts down through Riverdale Avenue and Ward 9. The Town of Bedford really has their entire trail system already completed. Northerly, the Heritage Trail will continue from the end of the Riverwalk all the way to Canada and easterly if we can acquire this rail line from Singer Park to Paint Street, we can tie into the Rockingham Trail which currently goes from Lake Massabesic almost all the way to the seacoast. So you can visualize at this point that the Riverwalk is really part of a large system that can bring people...someone can get on their bicycle in Goffstown and bring their family down to the Riverwalk to get an ice cream and make it all the way down to Lake Massabesic. It is part of a much larger trail system that we can engineer. So, Peabody Avenue is located here out near Lake Massabesic. It is one of the few real obstructions, physical obstructions to making all of this happen. It is an area where there used to be a rail but it has since been filled in. What would be required to replace that existing fill is a culvert so you could go under Peabody Avenue with a trail system and then have the road back continuing over this trail system. It is a relatively expensive project. Alderman Pinard

has been spearheading some effort and I know that Frank Thomas has been involved in looking at some engineering aspects of it, roadway aspects. Tom Sommers has assisted with some pro bono work. To this date, I just wanted to update you of a project that might be \$250,000. We now have a verbal commitment. We haven't put all of the pieces of the puzzle together, but it does seem to be starting to fall into place. Also, this blue line here that I talked about potential acquisition that goes from Page Street down to the Riverwalk, the State Department of Transportation has verbally told me that they are willing to acquire that line from B&M and ultimately deed that as a trail system to the City of Manchester. That may actually happen in the relatively near future. That is a quick update on the other trail systems that we are connecting into, as well as the Peabody Avenue obstacle. Any questions?

Alderman O'Neil asked when would we be looking to make our commitment on the money for the Peabody Avenue portion.

Mr. MacKenzie answered what we have to do now is really sit down with the Army Reserve to see what their talents and capabilities are and how much they can contribute towards an estimated price tag. I think we have to get back to the Highway Department and see what they might be able to contribute so we have to know if there is a need for any additional City money and where we would actually find that. Maybe that comes into the next CIP cycle. It was nice to get a commitment from the State for \$100,000.

Alderman Pariseau asked could we get money out of the Chamber of Commerce.

Mr. MacKenzie answered I don't know. We haven't talked to the Chamber at this point.

Alderman Pariseau stated they have to get their hands out of their pockets and it should be toward some of this. They keep their hands in their pockets holding onto their wallets while the taxpayers of the City are subsidizing them.

Update by the Director of Planning regarding other Riverwalk issues.

Mr. MacKenzie stated there are a couple of other items that I wanted to talk to the Committee about. He handed out a budget sheet that he put together. The first section here shows actually how much money has been committed towards the project. There is currently out of two bond allocations a total of \$2.8 million allocated in City funds towards this project. The next section is possible funds and I will run through each one of those. The City has approved what we would call a dedicated bond.

Alderman Pariseau asked what is the GIP budget. Is that the same as CIP?

Mr. MacKenzie answered that should be CIP. A dedicated bond would be, in essence, what the City did with Singer Field. If we can find private sources to guarantee debt service, the City has gone out to authorize a bond project of approximately \$500,000. So debt service might be on the order of \$50,000 to \$60,000. If we could find a source to guarantee that, the City could then bond half a million dollars. On the other possible funding sources, the CDFR have actually allocated to the City \$325,000. We just have to find certain business entities that want to enter into this program. That money has been allocated. We just have to go through some final issues with businesses that want to contribute to the State program. The next possible funding source is the TEA 21 that Ron Johnson mentioned. We just recently requested \$600,000 towards the construction of a bridge over the Merrimack River. We have been working with the Southern NH Planning Commission and the State and that will go into a request process that will happen later this winter. The final possible funding source that we are looking at is we have requested \$3 million from the EDA and we are going to be following up with some additional information that they have requested. We are working with the State and the Mayor's Office for that possible funding. As you can see, at this point we have actual committed monies of \$2.8 million. We have possible additional funds of somewhere over \$500,000 or \$4 million that are not City funds. Now looking at the committed project costs so far, the work to date in terms of master planning, preliminary engineering, cost estimating, and some special feasibility studies totals \$223,000. What we are looking at in terms of the current estimated cost for the Phase IA, which was shown on the plan for the Singer Park area in general from the parking lot down to the railroad track is \$495,000. The stage, which was discussed by the Committee previously...I know that was discussed originally for approximately \$100,000. We are looking at cost estimates now of roughly \$200,000 for that stage. The last item that we have directly committed or the Committee has directed us to follow through on is development management costs which would be a yearly cost of \$200,000. In total, out of the \$2.8 million that we do have the City has committed about \$1.1 million. That leaves, at this point, one of the things that I briefly wanted to talk about tonight was where do we actually go from here. There are several directions that we as a City and a Board could take. We haven't finalized that yet because there are several different options. We have just gotten a close look at the final design costs today so we don't know if we can finalize a lot of this information. I did want to kind of outline some of the possible options we can take. If I could outline for you fairly quickly what some of the options the Board does have in the immediate future. If I could just quickly draw the Merrimack River. We have Grant Street. These are the mills that include the Langer buildings and we have three Gateway buildings right here and the railroad tracks. There is construction underway currently for what is called Phase IA. That is Singer Field and that is the \$495,000 for that particular section. There are several different options that we do have and the Committee has talked about looking at Phase IB. That phase would come down and potentially connect over to Queen City Avenue and Sundial. I think when the Committee looked at that, however, the price tag was perhaps at \$400,000. Now the price tag is higher and closer to roughly \$1 million for that one section. Now

we do have unallocated at the present time approximately \$1.6 million. We have to keep that in mind once we start looking at these options. This IB option is about \$1 million. The bridge across the river connecting into the Piscataquog Trail that is an option that is about \$2 million. If we get a commitment on the State funds, it could be a year and half or two years away before we get the State funds. That would potentially take off \$600,000 and a number of us feel that the bridge itself more than likely our best shot of getting a lot of private contributions and making that entire bridge system work. So this, although we had talked about this one as a relatively early connection, if we do want to wait for the \$600,000 in State funds it may be a year and a half to two years away. Phase II, which runs from Singer Field up along inside the building up to Jillians is over \$2 million. Obviously that is a key section because that opens up a lot of economic development potential in the mills. It is a major connection to Jillians. The other phase that we might want to talk about is Phase III. As Tom mentioned before, the reason that we might want to talk about that is that these two buildings here, this building is rehabbed and these two buildings are under construction right now. It might be reasonable, we feel, to at least get in the final design of this section so that as the private developer works on those two buildings we can at least coordinate and identify potential door locations see where structurally we might have to work. I think the coordination may save both the City and the private developer some money if we can possibly do that. I am not sure if we want to commit any hard dollars at this point towards the construction but it may be reasonable to look at the design for this Phase III. I think the choices that we may have...the Committee may want to consider how we allocate some of the design monies. We have a potential to go design for Phase IB to IC to Phase II or to Phase III or whether we allocate the construction money as the Committee originally suggested to this lower section IB. That, in a nutshell, is a quick synopsis of the direction that we may want to consider taking. I know that I am throwing a lot at you. The Committee has already directed us to look at the Phase IB. I did just want to update the Committee because the price tag has gone up for Phase IB.

Alderman O'Neil stated that is the easiest portion to do. How has the price tag gone up so high?

Mr. Sommers replied the basic work has gone up to probably about \$550,000 but at the end down near Jac Pac there were some additional pieces in there with respect to the connection that were not in the original budget.

Alderman O'Neil asked we are not paying to move that material that was dumped down there, are we.

Mr. Sommers answered that is a very small part, even if we pay for that.

Alderman O'Neil stated we shouldn't be paying for that.

Mr. Sommers replied what I am saying is that isn't a cost estimate. That is \$7,500 versus what we are talking about here. You could construct this lower portion at a down scale and that is what we had talked about, without going to full pavement and everything but when you started adding all of the pieces to it and you start putting in the plazas and all the embellishments that go with it, that is when the price tag starts going up. You could do it for half that price. I have to also say that we have a couple of other problems that in going forward started to show up. One is that we have an eagle problem, possibly an eagle problem. We also have to deal with the railroad problems down there because we found out that Biron Street, which is literally where you are coming into, is private down in that section. It is not public.

Alderman O'Neil asked couldn't we take it down to a certain distance, like to Jac Pac that is not \$1 million.

Mr. Sommers answered I don't think it has to be \$1 million to do the basic project down here, no. I think you can get the basic project done for about half that, which is much closer to what the original estimate was but to do the embellishments and everything that we have included, that is when it starts going up. The other thing I wanted to look at down there is we have been discussing with some people the idea of running it behind Nyltech, which is the next building down and out onto Sundial Avenue because that is public in terms of the railroad crossing. So, those are things that need to be dealt with but still you could make a connection there. I had a meeting with Jac Pac Food last week that was more enlightening.

Mr. MacKenzie stated the other point of running it down to Jac Pac and not further is that the Police Chief has expressed concerns about having a dead end pathway that doesn't allow it to be easily surveyed.

Alderman O'Neil responded he told me that as long as they can turn a cruiser around, they could make that place safe. That should not be a cop out for us not going down to Jac Pac. When that was brought up, I talked to him personally about that. He didn't seem to be concerned as he passed onto the Committee at one time.

Mr. MacKenzie stated we have solved that problem with Phase IA and I believe they are comfortable with what is proposed for Phase IA.

Alderman Pariseau asked could we get any funding from the State if you are going to tie it in with that Heritage Trail. How does the Heritage Trail come into this?

Mr. MacKenzie answered the two ends are getting close. The Heritage Trail comes up Riverdale to Sundial.

Alderman Pariseau stated you mentioned Nyltech and that is part of that Heritage Trail.

Mr. MacKenzie replied right. If we could get by Nyltech, we would be in essence connecting to Riverdale and could be on the Heritage Trail. The State, though, does not have any money for the Heritage Trail system. Every community other than Franconia Notch, which was done by the State, there is no funding that I am aware of.

Alderman Pariseau asked so is this in effect subsidizing the State's Heritage Trail as well.

Mr. MacKenzie answered no, since every community along the Heritage Trail has been responsible for developing their share of the Heritage Trail.

Alderman Pariseau asked how do we connect this to that part of the Heritage Trail at Stark Park.

Mr. MacKenzie answered we have, and I am going to let Ron Johnson answer that one because he is more familiar with the Heritage Trail.

Mr. Johnson stated up at Stark Park I think what we did was we had the issue of an active railroad at that point so we reached an agreement with the State using the YDC property in the back portion to get an easement through there so we brought the trail from Stark Park through YDC and it terminates at one point. We have a section that is missing up to NH College so it doesn't go all the way through at this point. We have to use roads and sidewalks and tie in and out of different areas.

Alderman Pariseau stated but you have an end in south Manchester at Riverdale Avenue. You don't have any more trail until you get to Stark Park?

Mr. Johnson replied the trail through the Millyard is designated as part of the Heritage Trail. It goes out to Commercial Street and then it turns and goes onto...

Alderman Pariseau interjected so in addition to Heritage Trail, we are going to have the Riverwalk; it is not one in the same.

Mr. Johnson replied it is one in the same.

Alderman Pariseau asked well where is the State funding.

Mr. Johnson answered as Mr. MacKenzie mentioned they have very minimal funding. We just received notice of...they have recreational trail grants and I think the Rockingham recreational trail has used that but I think there is a cap of \$2,500 on those grants. It is not very much at all. The Friends of Massabesic have used it. It is very minimal.

Chairman Reiniger stated, Mr. MacKenzie, I take it that you and your team are in close contact, with respect to Phase III, with the building owners. You had said that the timing is such that we should be looking seriously at the Phase III design.

Mr. MacKenzie replied yes and I might want a little bit more time to talk to a few others. We just got the cost estimates in today and the Riverwalk Team hasn't had the chance to meet this summer. I guess I would like to bring back to the Committee some ideas on where to go from here recognizing that there is a continued interest in Phase IB, but we may want to recommend multiple sections for design so we can at least get in there, get underway with a design, identify the problems and be ready if we get other funding but also recommend one section for actual construction. I would like to talk some more to Tom Sommers and maybe come back and bring you some recommendations on where to go from here. We have \$1.6 million and we think that can take us quite a way. We want to make sure that it is being allocated correctly.

Chairman Reiniger stated it seems to me that it would be great to have construction going on during the construction season at the same time as some design work.

Mr. MacKenzie stated just off the top of my head, I think it might be useful to get and again I want to go back and talk about this some more, but get under design with Phase IB, Phase II and Phase III and potentially allocate the money to the Phase IB for construction. Again, I want to get some better cost estimates on different approaches to. If we go into design for Phase III, we will be in a better position perhaps to save money in the long-term because that building section is already in development.

Alderman O'Neil stated I have been working with Peter Ramsey and Tom Sommers and Bob MacKenzie on the issue of the stage. When the architect sat down and drew up some plans, it came in considerably over what we had budgeted. We thought a number of \$100,000 might be accurate, but as they got into it a little more, it came in considerably higher than that. Through Tom and Peter, working with the architect they took some of the bells and whistles out of it and got it down to a functional stage but meeting specifications that Don Law's production people have provided regarding heights, weights, load requirements, etc. We believe that a better number might be around \$250,000. We have already committed \$100,000. My recommendation, and I know that we can't take any action tonight, but it would be that we move some of the balance of this money that is available to the stage. I think we have a great opportunity to do something here and if we don't get going on it soon, we are going to miss the whole spring, summer and fall concert season next year because they are going to start booking acts very shortly. The second issue with regards to the stage, everybody is pretty much in agreement that the ideal side of Singer Park for it is the west side with the back of the stage to the river. It opens up the field and creates better seating opportunities, but an issue that came up during this whole process is the power lines that run through there so Tom and Peter have worked with Public Service and they came in with a ballpark

estimate to get those power lines underground of about \$50,000. At the next meeting, I will be recommending that we move money that has been budgeted for the Riverwalk itself to the stage (\$150,000) and \$50,000 for the power line rerouting. What are the mechanics of this? Does the Committee have the power to do that or does it have to go back to the full Board? Does it need to go to the CIP Committee?

Mr. MacKenzie stated I believe that as long as it is under the description of the actual authorization which is fairly broad in terms of the Riverwalk and related Riverwalk activities, that the Committee probably has the ability to give the staff and Riverwalk team some direction in terms of allocating that money. As long as it is related to the Riverwalk, I think it can be done by Committee rather than the full Board. One more final issue that was on my list is the development management. The Committee requested that I go out for proposals. We did receive two proposals. One was from the Riverfront Park Foundation and one was from a group, Townsend Consulting and other consultants led by John Dobie. I am reviewing those. I have interviewed both teams. I believe there is still some negotiating to do to make sure that we get a package that is in the best interest of the City. I do know that it was hoped to get that up and running fairly quickly so we will be working on it this month and hope to approve that this month.

Alderman O'Neil asked two weeks.

Mr. MacKenzie answered I would love to be able to wrap it up in two weeks. I would like to be able to do that.