

7:15 PM

Aldermanic Chamber

or immediately after Special Board of Aldermen

1. ROLL CALL
2. PUBLIC COMMENT
3. PRESENTATIONS
 - Nashua Downtown Association
 - Land Use Re-Code
4. COMMUNICATIONS
5. PETITIONS
6. UNFINISHED BUSINESS
7. NEW BUSINESS – RESOLUTIONS

R-26-014

Endorsers: Mayor Jim Donchess
Alderman Derek Thibeault
Alderman-at-Large Michael B. O'Brien, Sr.
Alderman-at-Large Alicia Gregg
Alderman Richard A. Dowd
Alderman-at-Large Amber Morgan
Alderman-at-Large Lori Wilshire

APPROVING A PROJECT PLAN AMENDMENT #1 TO THE "SCHOOL STREET TAX INCREMENT FINANCE DISTRICT DEVELOPMENT PROGRAM AND FINANCING PLAN" FOR THE WEST PEARL STREET STREETSCAPING PROJECT

8. NEW BUSINESS – ORDINANCES

O-26-003

Endorsers: Mayor Jim Donchess
Alderman Derek Thibeault
Alderman-at-Large Michael B. O'Brien, Sr.
Alderman-at-Large Amber Morgan

EXPANDING THE TAX INCREMENT FINANCING DEVELOPMENT DISTRICT UNDER RSA 162-K AND NRO 295-11, ESTABLISHED BY O-03-171 AND REPLACING THE TAX INCREMENT FINANCING DEVELOPMENT PROGRAM AND FINANCING PLAN ADOPTED BY O-18-006

9. TABLED IN COMMITTEE
10. GENERAL DISCUSSION
11. PUBLIC COMMENT
12. REMARKS BY THE ALDERMEN
13. ADJOURNMENT



RESOLUTION

APPROVING A PROJECT PLAN AMENDMENT #1 TO THE “SCHOOL STREET TAX INCREMENT FINANCE DISTRICT DEVELOPMENT PROGRAM AND FINANCING PLAN” FOR THE WEST PEARL STREET STREETSCAPING PROJECT

CITY OF NASHUA

In the Year Two Thousand and Twenty-Six

WHEREAS, on October 30, 2020, the Board of Aldermen passed O-20-030 “Adopting a Tax Increment Financing (TIF) Development District under RSA 162-K and NRO 295-11, the ‘School Street TIF’ and Tax Increment Financing Development Program and Financing Plan for the new TIF”;

WHEREAS, on October 13, 2020, the Board of Aldermen passed R-20-071, which stated the intent of using School Street TIF District monies for the construction of a parking structure located on the former School Street parking lot and some construction costs of the Performing Arts Center;

WHEREAS, the School Street TIF District Development Program and Financing Plan contemplates new projects being approved by the Board of Aldermen through plan amendments;

WHEREAS, the West Pearl Street Streetscaping project, which is mentioned as a possible future project in the School Street TIF District Development Program and Financing Plan, provides for road and sidewalk infrastructure improvements including new planters and benches, enhancing and benefiting West Pearl Street; and

WHEREAS, Richard LaRose Way is a pedestrian alley closely associated with West Pearl Street and is also infrastructure in need of investment. It too will be part of the West Pearl Street Streetscaping project area, which is also in the TIF District.

NOW THEREFORE BE IT RESOLVED by the Board of Aldermen of the City of Nashua to approve the Project Plan Amendment 1 attached hereto recognizing the West Pearl Street Streetscaping project as an official project of the School Street TIF District Development Program and Financing Plan.

BE IT FURTHER RESOLVED that the West Pearl Street Streetscaping project is a capital infrastructure project contemplated as an eligible use of project funds, satisfies RSA 162-K:6 due to its general public use, and meets the definition of a “public use” in RSA 162-K:2.

LEGISLATIVE YEAR 2026

RESOLUTION:

R-26-014

PURPOSE:

Approving a project plan amendment #1 to the “School Street Tax Increment Finance District Development Program and Financing Plan” for the West Pearl Street Streetscaping project

SPONSOR(S):

Mayor Jim Donchess

**COMMITTEE
ASSIGNMENT:**

Planning and Economic Development Committee

FISCAL NOTE:

Including the West Pearl Street Streetscaping project into the School Street TIF District Development Program will create a source of non-general fund funding. The current balance in this TIF District fund is over \$700,000 with an annual revenue of about \$470,000 and an annual bond payment of just over \$280,000, paid directly out of the School Street TIF District fund.

ANALYSIS

The “School Street Tax Increment Finance District Development Program and Financing Plan” provides that specific projects to be funded through that TIF Program will be brought forward to the Board of Aldermen for review and approval, resulting in amendments to the development program and financing plan. This legislation would add the West Pearl Street Streetscaping project as an approved project under the School Street TIF District Development Program and Financing Plan.

The development program and financing plan provides that any project brought forward to the Board of Aldermen for approval will need to address how the downtown area of (West) Pearl and School Streets Tax Increment Financing District is enhanced, utilized or benefited through the implementation of the project. Also, each TIF District project which is presented to the Board of Aldermen has to be linked with one of the general project categories listed on pages 5-6 of the development program and financing plan document. Each project must also satisfy one of the “public use” definitions contained in RSA 162-K:2.

Pursuant to RSA 162-K:4 and 9, this proposed TIF District Program amendment requires a public hearing conducted by the governing body. The hearing shall be held at least 15 days prior to the date on which action on the proposal is scheduled to take place. Notice of the hearing shall be posted in 2 appropriate places in the municipality or published in a newspaper of general

Resolution R-26-014 – Approving a project plan amendment #1 to the “School Street Tax Increment Finance District Development Program and Financing Plan” for the West Pearl Street Streetscaping project

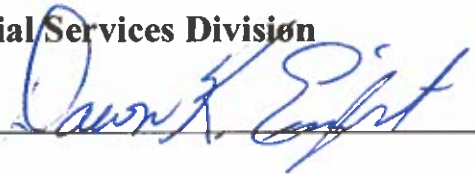
ANALYSIS, CONTINUED

circulation in the municipality at least 7 days prior to the hearing. RSA 162-K:9 also requires the municipality to provide a reasonable opportunity to the county commissioners and the school board to meet with the BOA regarding the proposed modifications. The BOA shall fully inform the county commissioners and the school board of the fiscal and economic implications of the proposed amended development district. The county commissioners and the school board may present their recommendations at the public hearing.

**Approved as to account
structure, numbers,
and amount:**

Financial Services Division

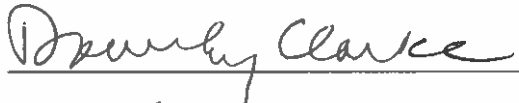
By:



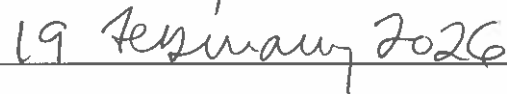
Approved as to form:

Office of Corporation Counsel

By:



Date:

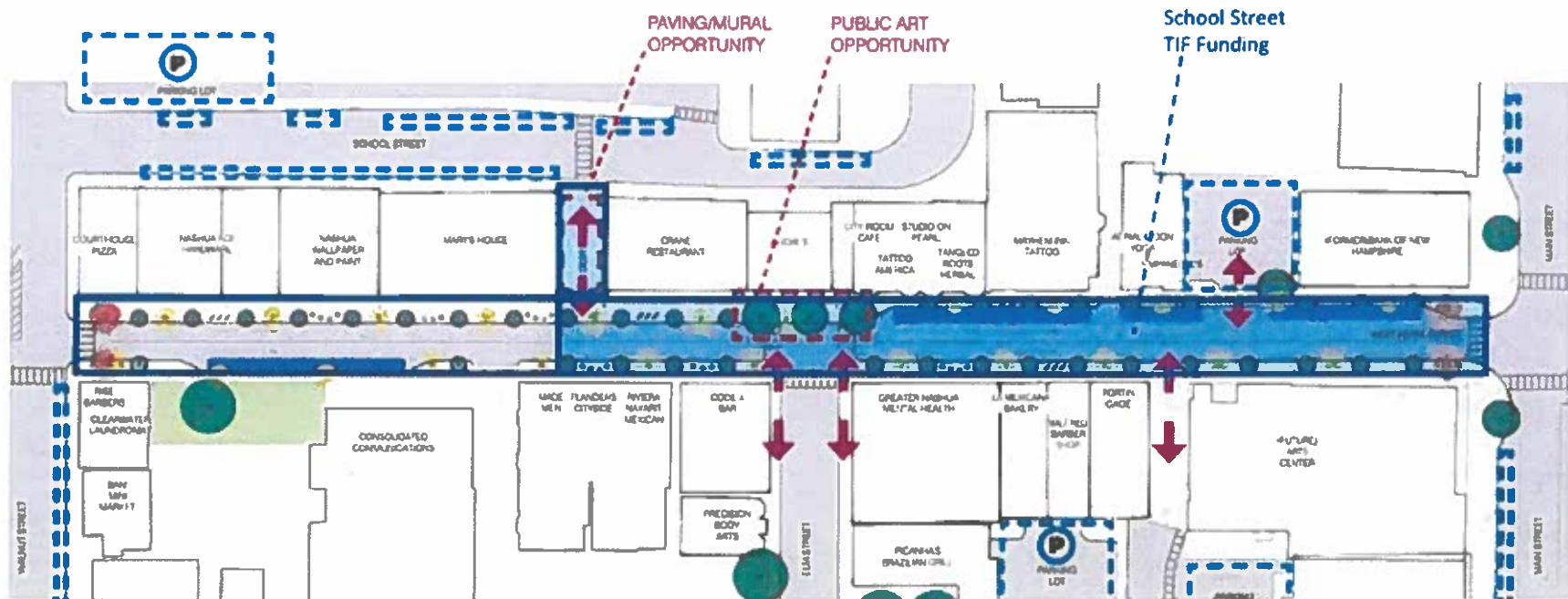


Project Plan Amendment 1

School Street TIF

- The following pages are being provided to give context and guidance to the work that was done that led to the West Pearl Street Streetscaping project.
- This presentation is being provided as an overall guiding document and will be incorporated into the School Street TIF.

Project Area



CREATING A VISION FOR WEST PEARL STREET

Nashua, New Hampshire
21 December, 2021



GREGORY LOMBARDI DESIGN

Landscaping Architecture



A woman wearing safety glasses and gloves is carving a large, light-colored stone monument. She is using a chisel and a mallet. The background is a blurred outdoor setting with greenery.

MISSION:

TO ENHANCE THE VALUE OF THE
CITY'S CREATIVE AND ECONOMIC
LIFE BY ENGAGING ARTISTIC,
EDUCATIONAL, AND COMMERCIAL
NEIGHBORS THROUGH
EXCELLENT DESIGN PRACTICES
AND PROGRAMS.

VISION:

TO CREATE A DISTINCTIVE,
DYNAMIC AND SAFE URBAN
DESTINATION FOR LOCALS,
TOURISTS, PATRONS, AND
BUSINESS OWNERS ALIKE.

GREGORY LOMBARDI DESIGN
Landscape Architecture

Guiding Principles

West Pearl Street, Nashua -4

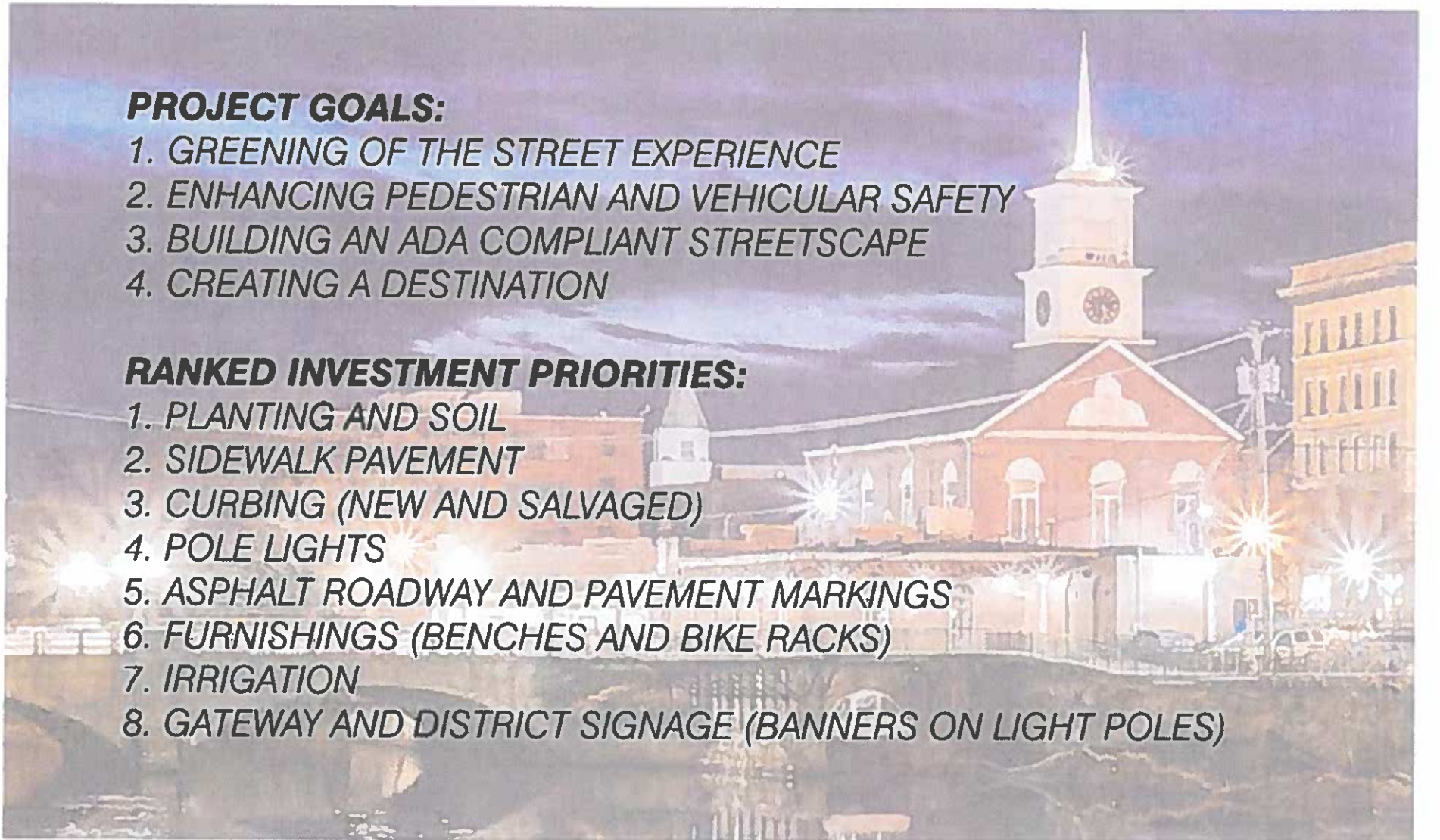
VALUES:

COLLABORATION, EDUCATION,
COMMUNITY, INCLUSION, EQUITY,
AND INNOVATION.

GREGORY LOMBARDI DESIGN
Landscape Architecture

Guiding Principles

West Pearl Street, Nashua -5

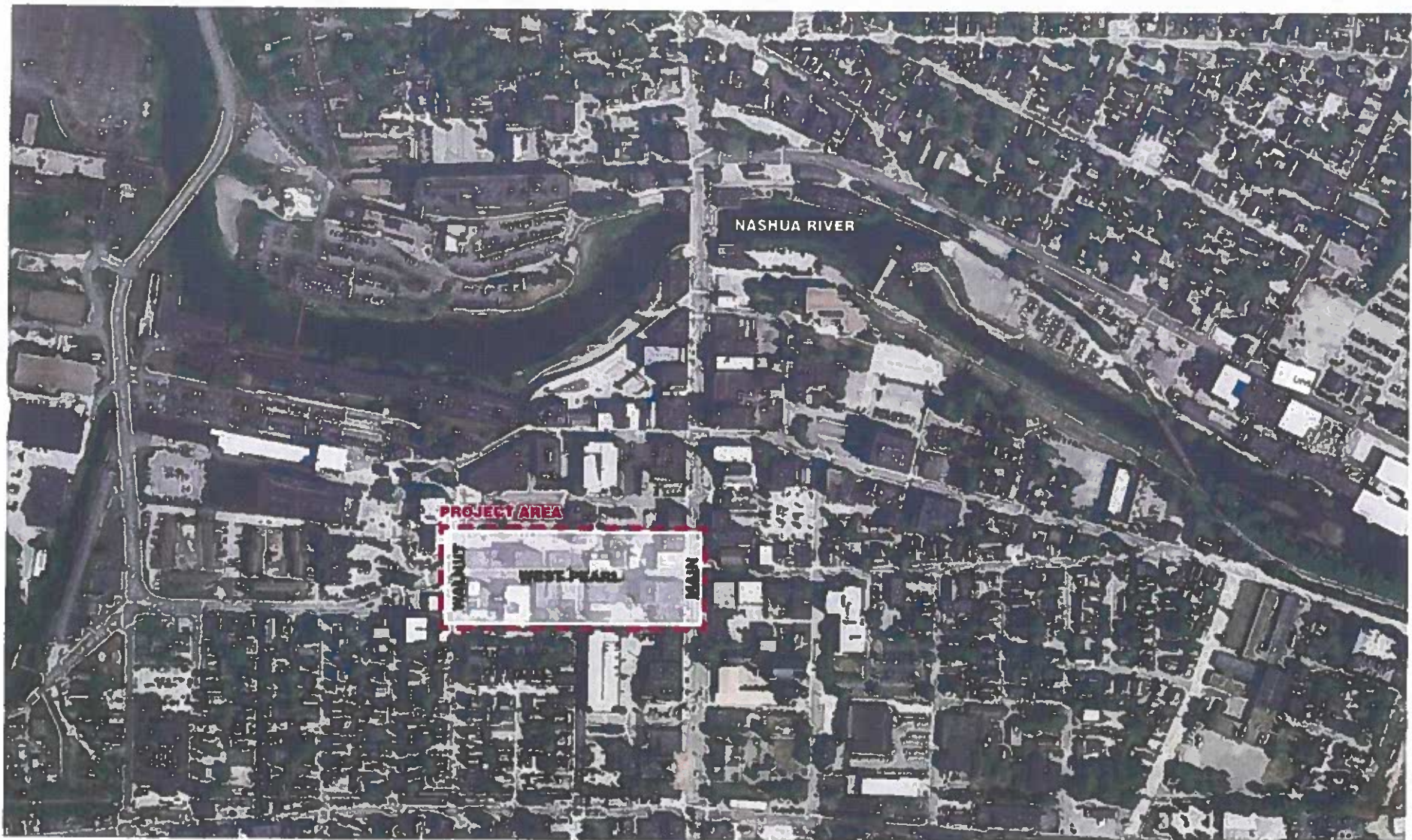


PROJECT GOALS:

1. GREENING OF THE STREET EXPERIENCE
2. ENHANCING PEDESTRIAN AND VEHICULAR SAFETY
3. BUILDING AN ADA COMPLIANT STREETScape
4. CREATING A DESTINATION

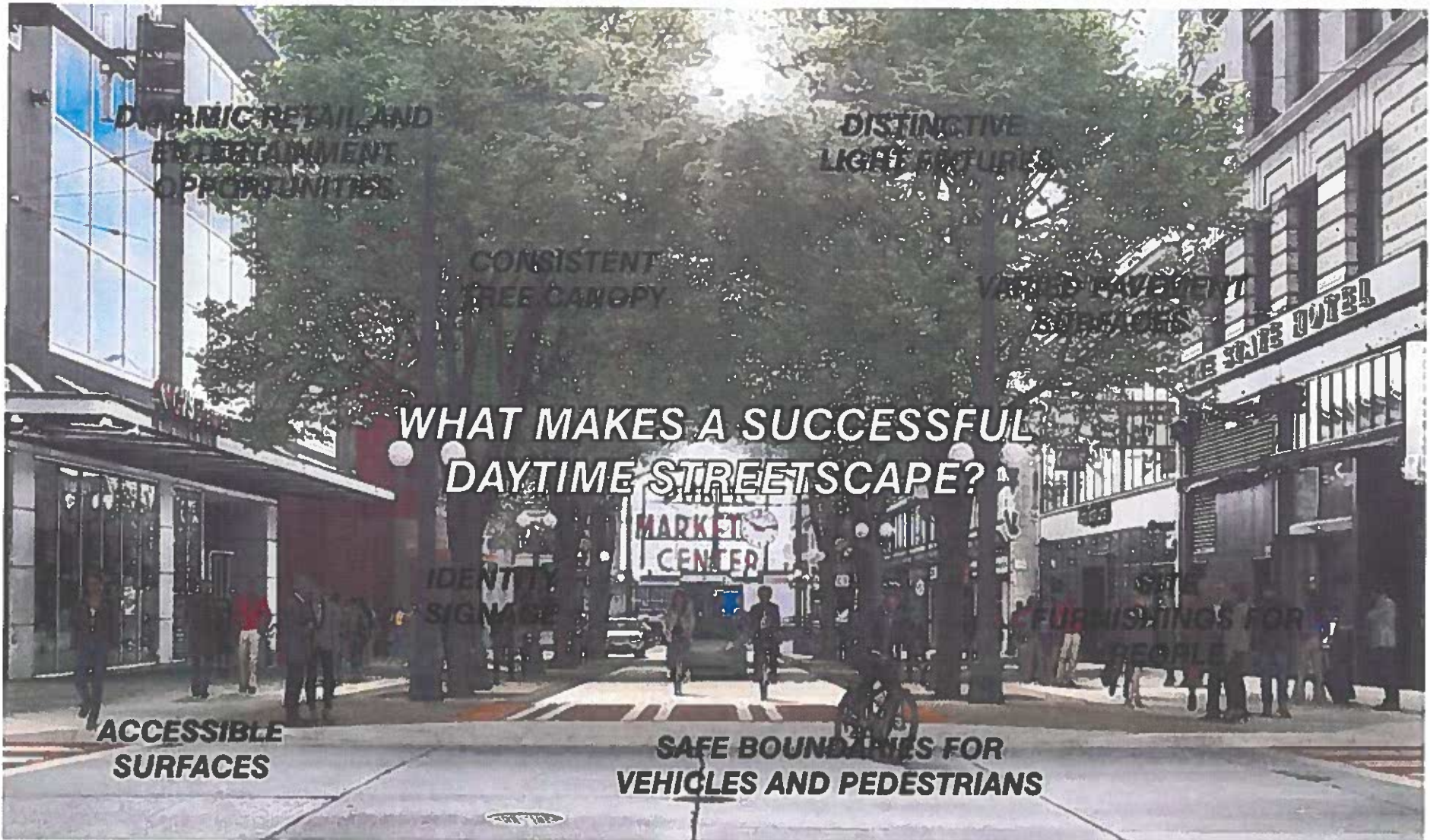
RANKED INVESTMENT PRIORITIES:

1. PLANTING AND SOIL
2. SIDEWALK PAVEMENT
3. CURBING (NEW AND SALVAGED)
4. POLE LIGHTS
5. ASPHALT ROADWAY AND PAVEMENT MARKINGS
6. FURNISHINGS (BENCHES AND BIKE RACKS)
7. IRRIGATION
8. GATEWAY AND DISTRICT SIGNAGE (BANNERS ON LIGHT POLES)



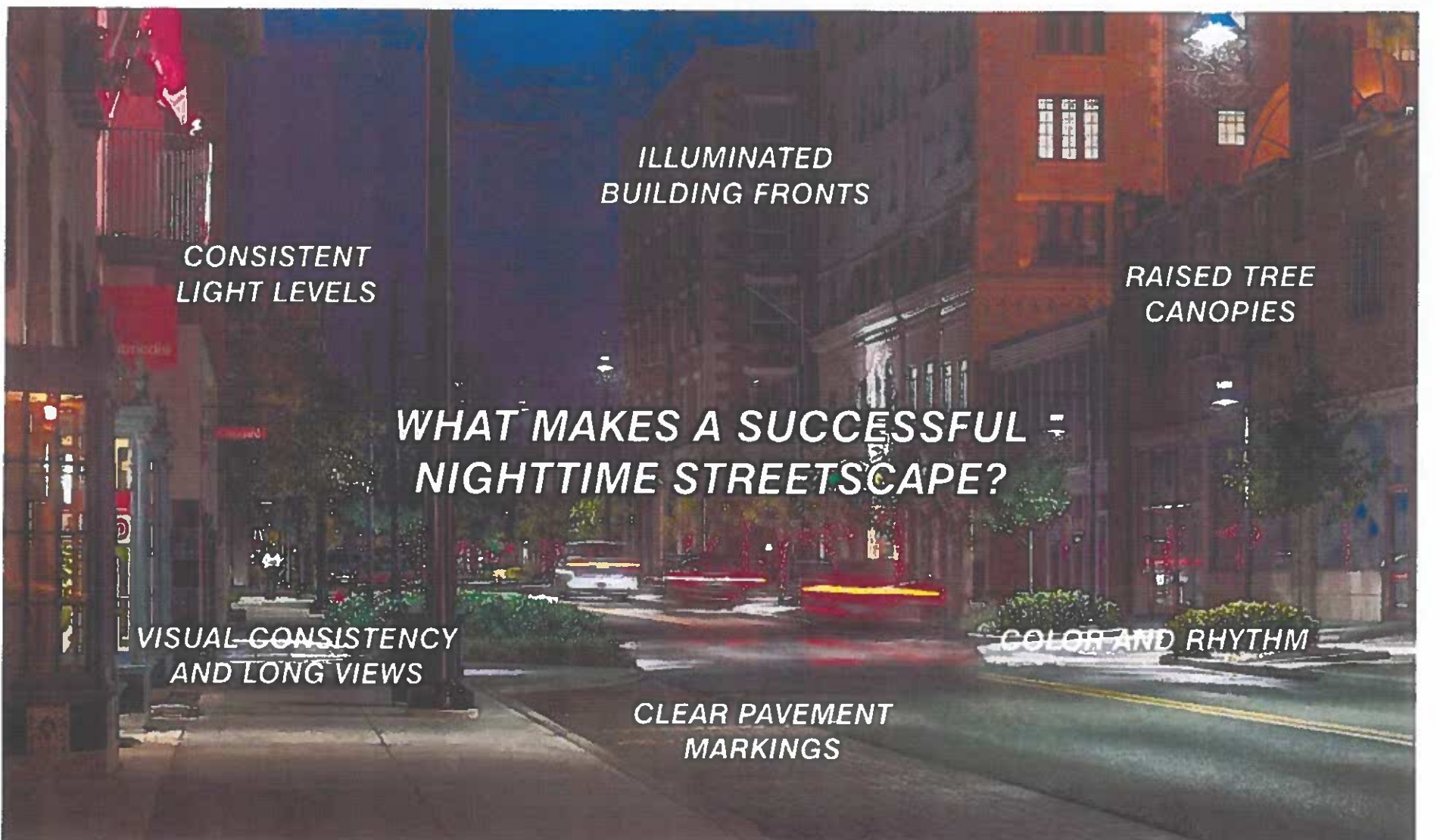
GREGORY LOMBARDI DESIGN
Landscape Architecture

Project Area
West Pearl Street, Nashua -7



GREGORY LOMBARDI DESIGN
Landscape Architecture

Streetscape Canopy - Day
West Pearl Street, Nashua -8



ILLUMINATED
BUILDING FRONTS

CONSISTENT
LIGHT LEVELS

RAISED TREE
CANOPIES

WHAT MAKES A SUCCESSFUL - NIGHTTIME STREETScape?

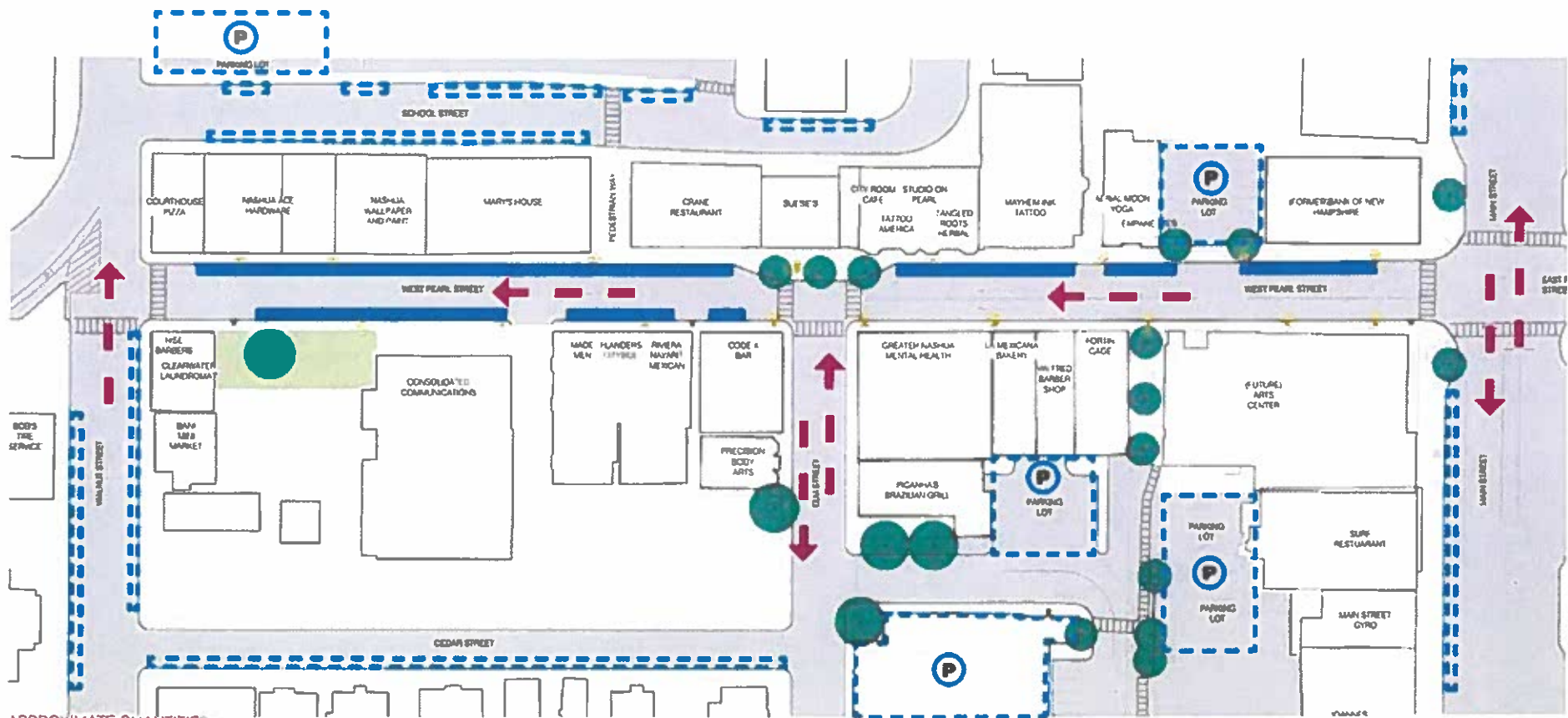
VISUAL CONSISTENCY
AND LONG VIEWS

CLEAR PAVEMENT
MARKINGS

COLOR AND RHYTHM

GREGORY LOMBARDI DESIGN
Landscape Architecture

Streetscape Canopy - Night
West Pearl Street, Nashua -9



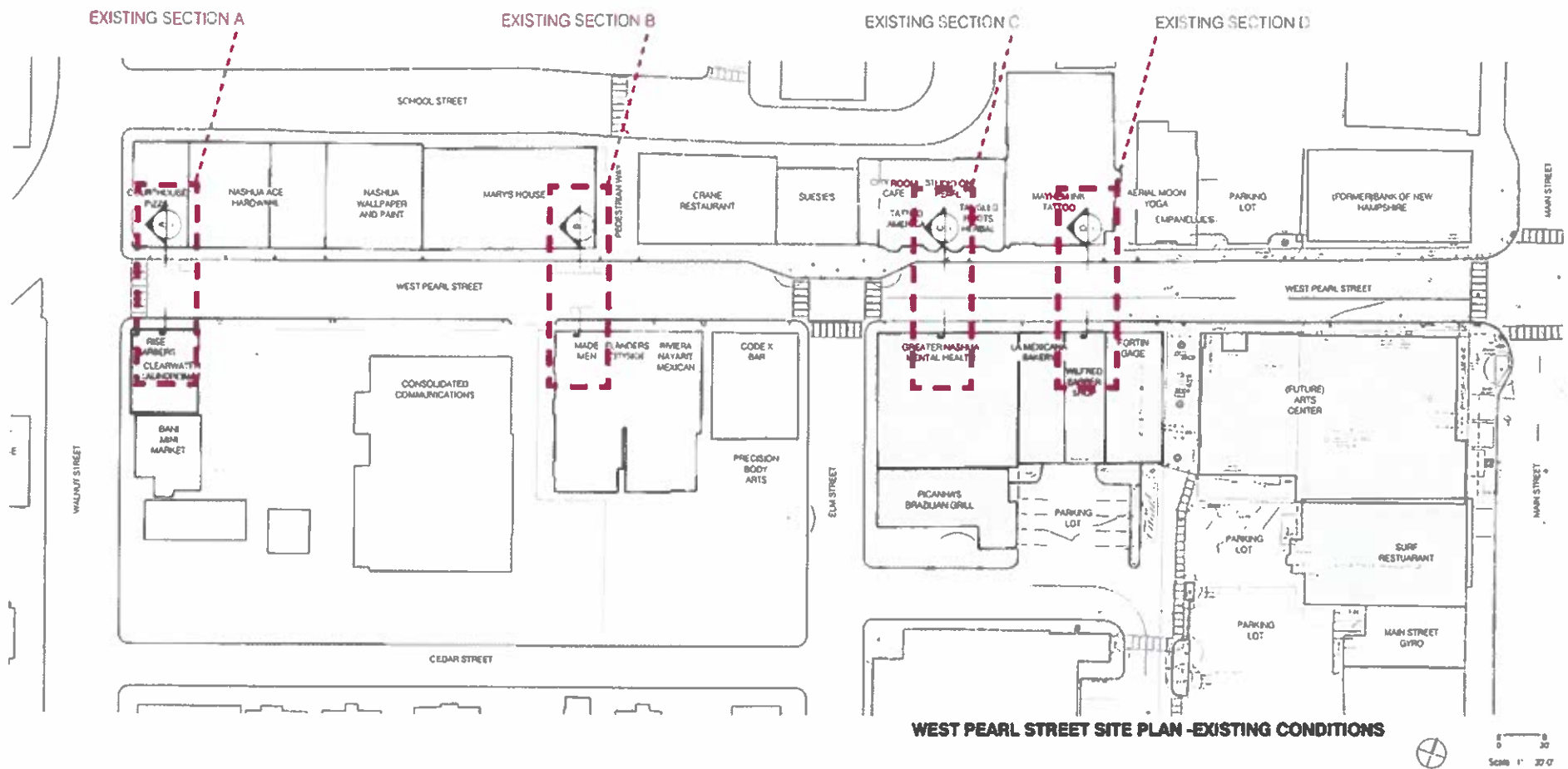
APPROXIMATE QUANTITIES:
 +/- 37 STANDARD STALLS
 +/- 1 ACCESSIBLE STALL
 +/- 17 POLE LIGHTS
 +/- 3 TREES

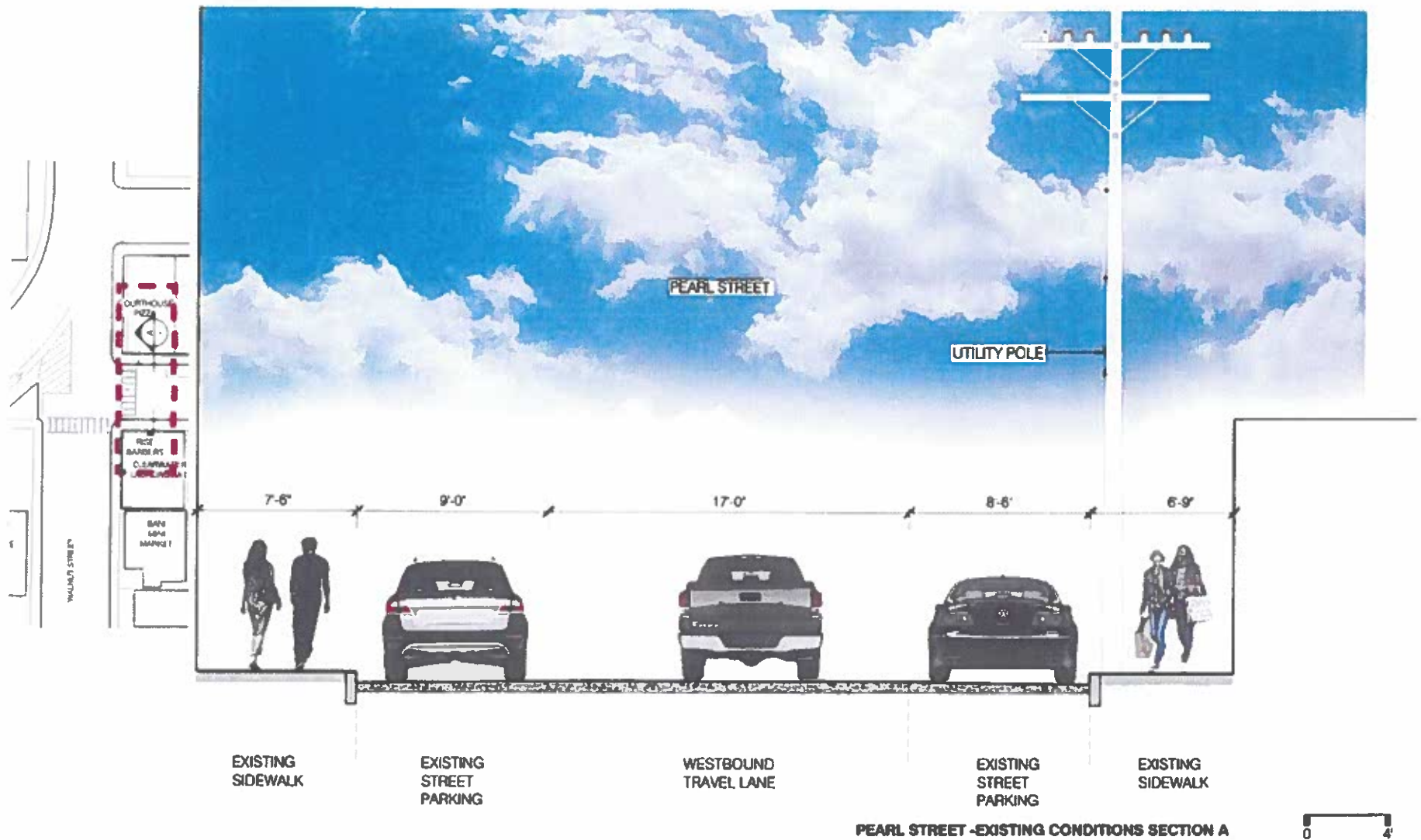
GREGORY LOMBARDI DESIGN
Landscape Architecture

WEST PEARL STREET SITE PLAN -EXISTING CONDITIONS

Scale 1" = 30'-0"

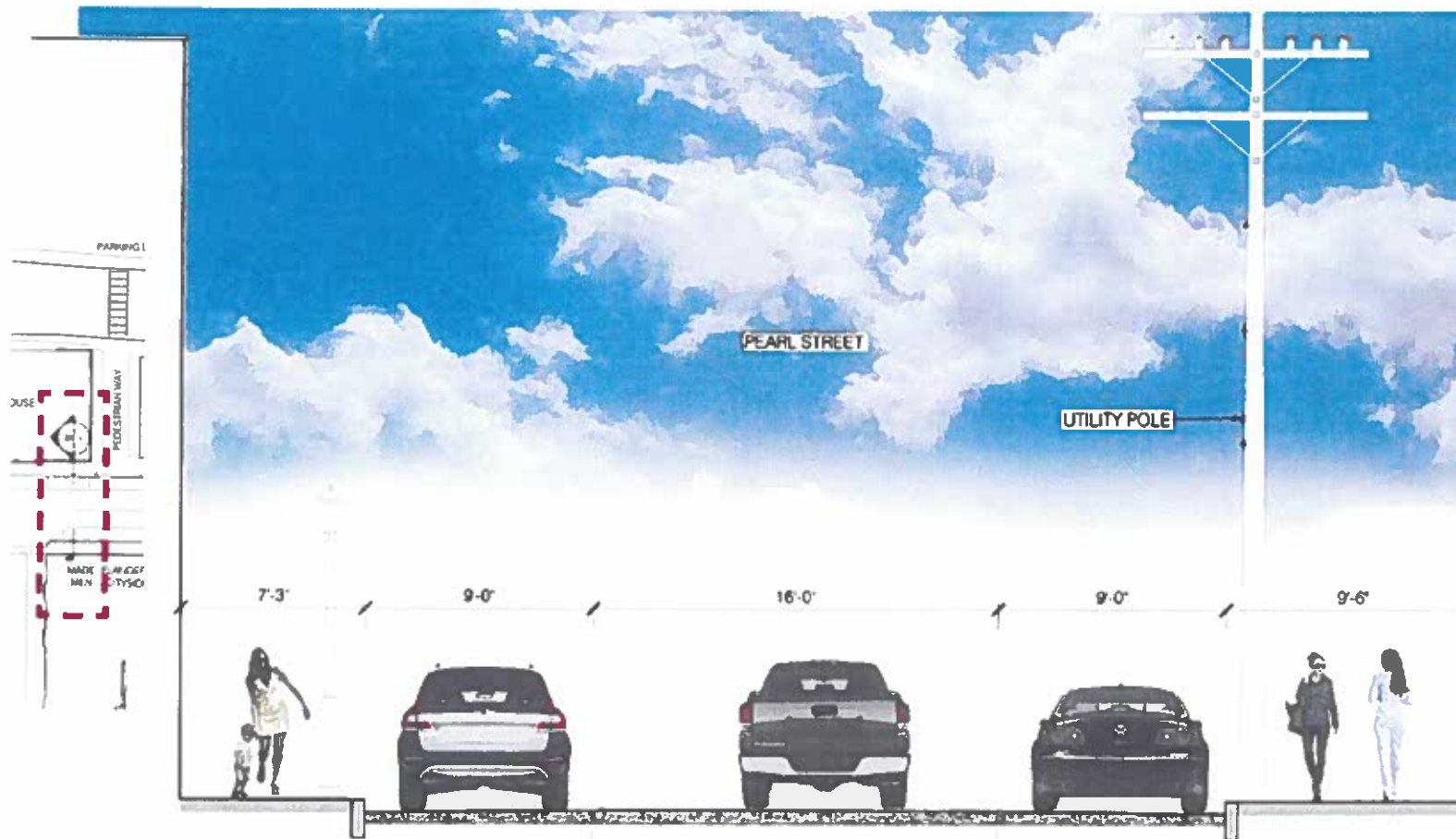
Existing Conditions Plan
 West Pearl Street, Nashua -10





GREGORY LOMBARDI DESIGN
Landscape Architecture

Existing Street Section A
 West Pearl Street, Nashua -12

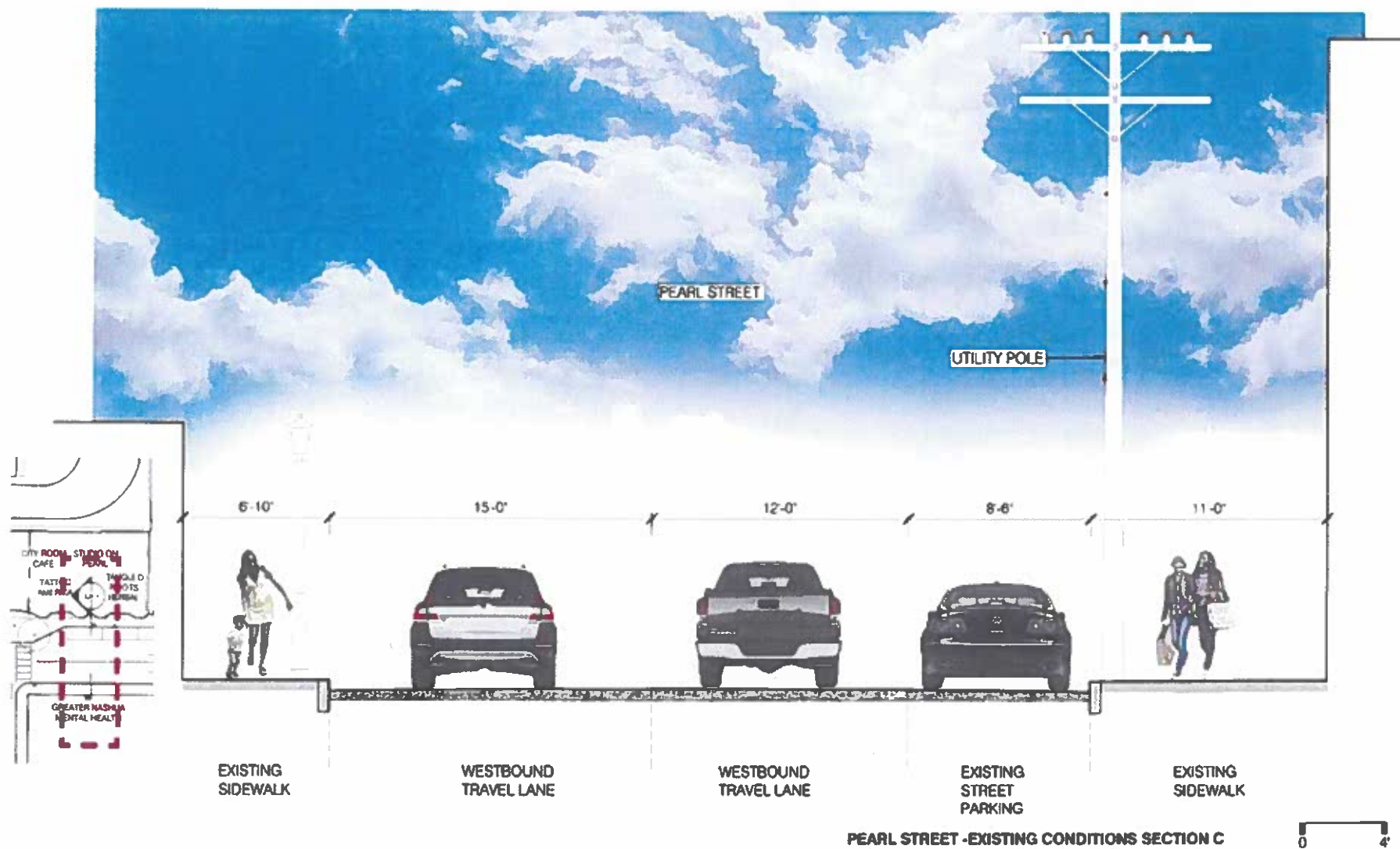


PEARL STREET -EXISTING CONDITIONS SECTION B



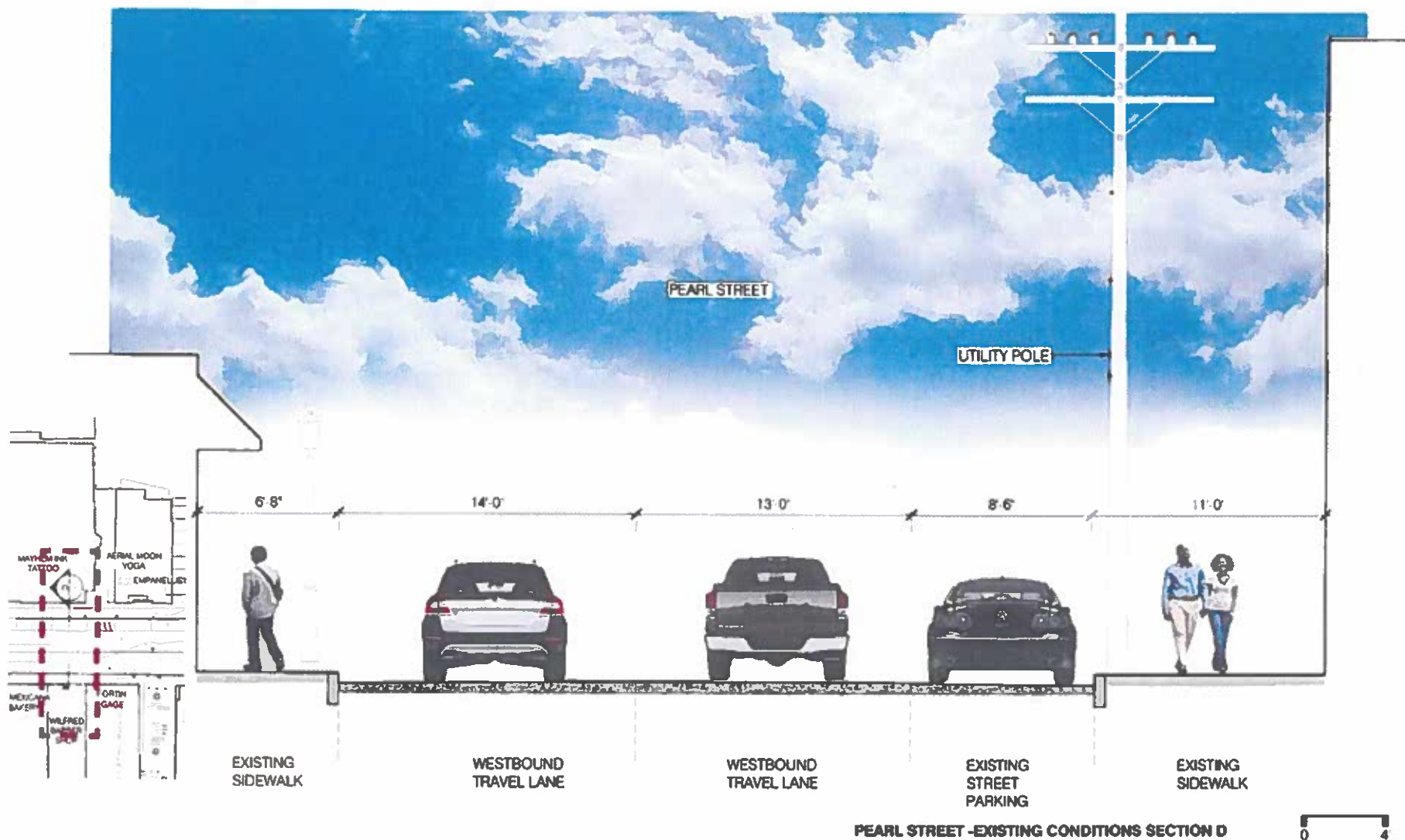
GREGORY LOMBARDI DESIGN
Landscape Architecture

Existing Street Section B
 West Pearl Street, Nashua -13



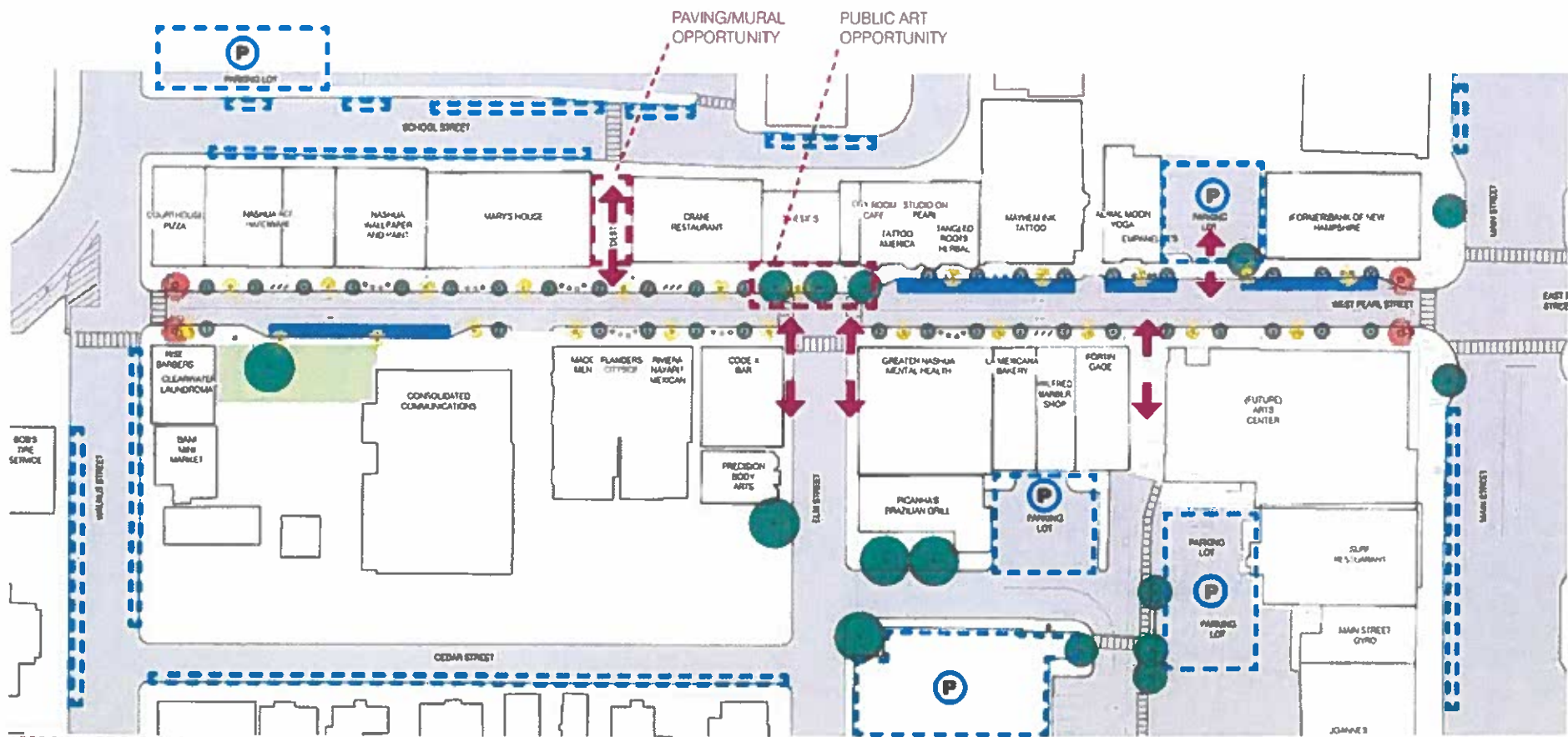
GREGORY LOMBARDI DESIGN
Landscape Architecture

Existing Street Section C
 West Pearl Street, Nashua -14



GREGORY LOMBARDI DESIGN
Landscape Architecture

Existing Street Section D
 West Pearl Street, Nashua -15



APPROXIMATE PARKING
 +/- 14 STANDARD STALLS
 +/- 2 ACCESSIBLE STALLS
 +/- 24 POLE LIGHTS
 +/- 41 TREES

GREGORY LOMBARDI DESIGN
Landscape Architecture

WEST PEARL STREET SITE PLAN -OPTION B



Proposed Plan B
 West Pearl Street, Nashua -17

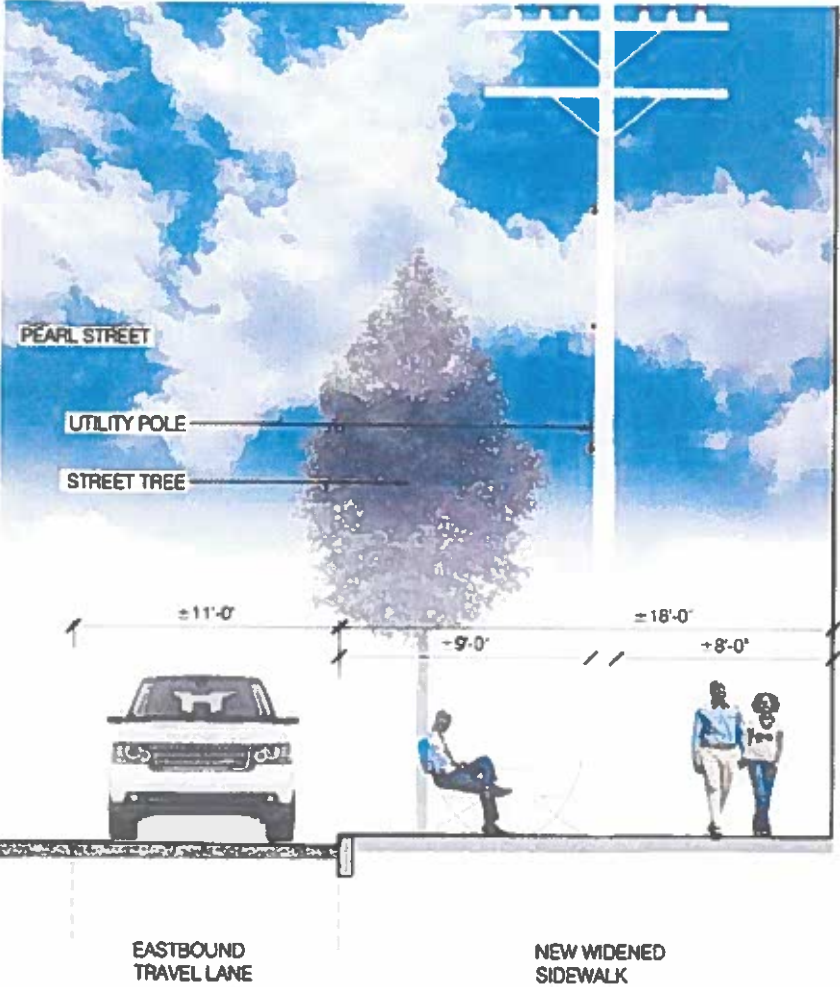


GREGORY LOMBARDI DESIGN
Landscape Architecture



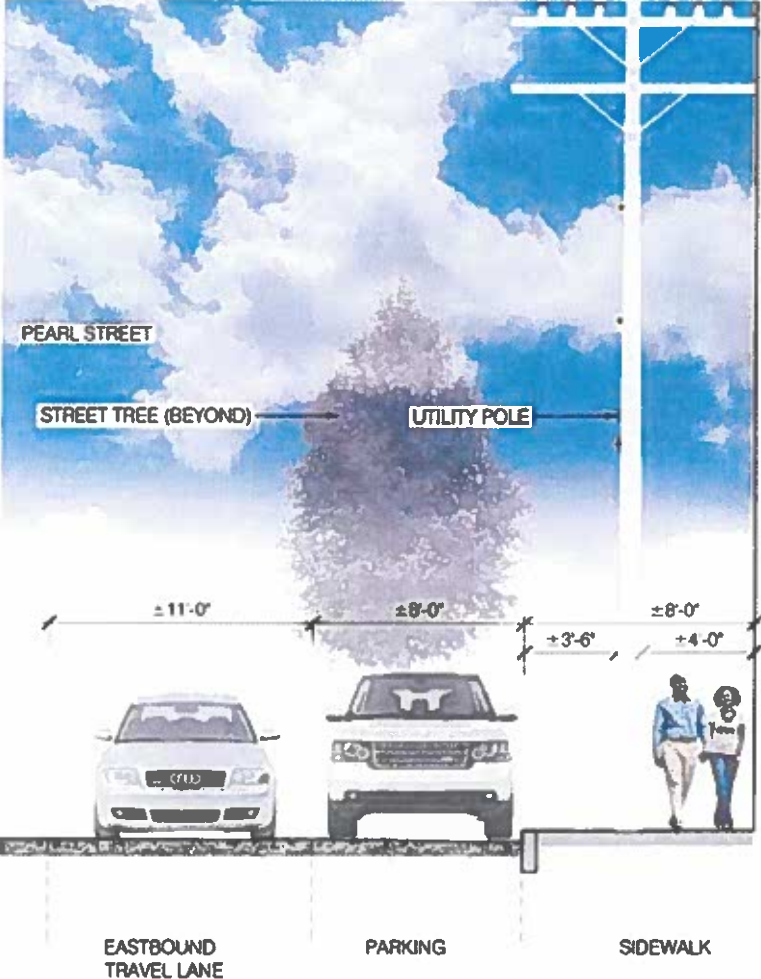
Streetscape Amenities
 West Pearl Street, Nashua -19

NORTH MAX WIDTH



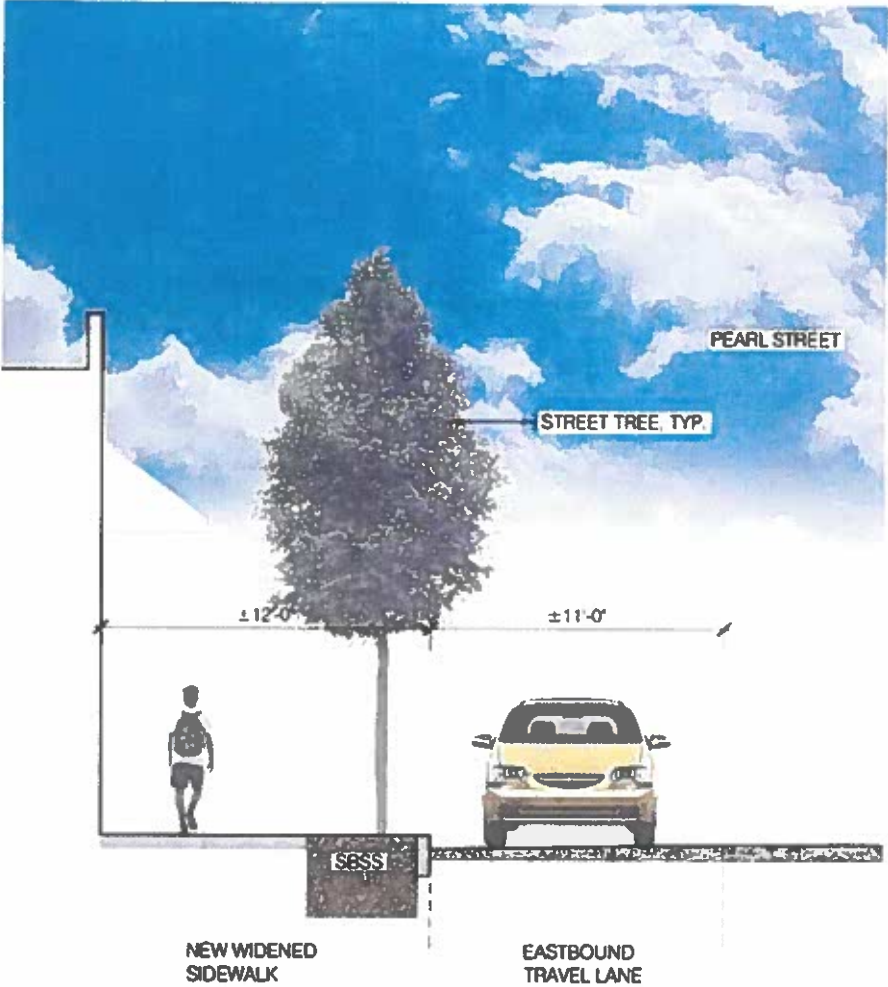
GREGORY LOMBARDI DESIGN
Landscape Architecture

NORTH MIN WIDTH



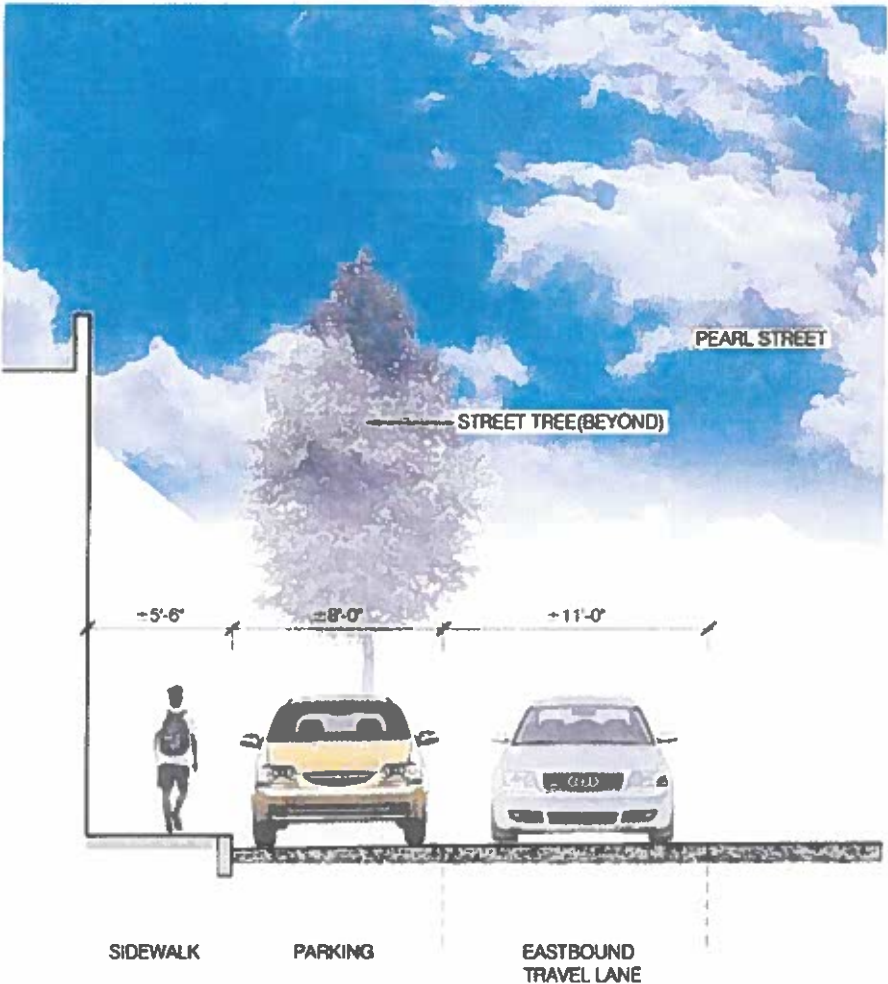
North Sidewalk Conditions
West Pearl Street, Nashua -21

SOUTH MAX WIDTH

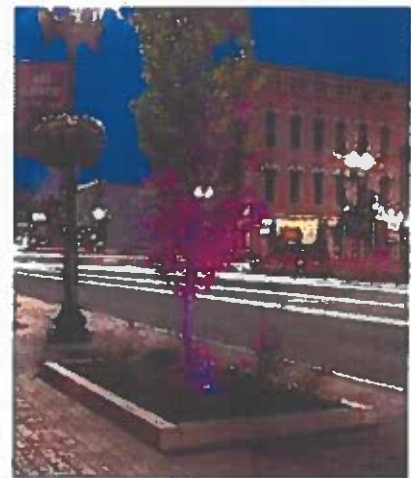
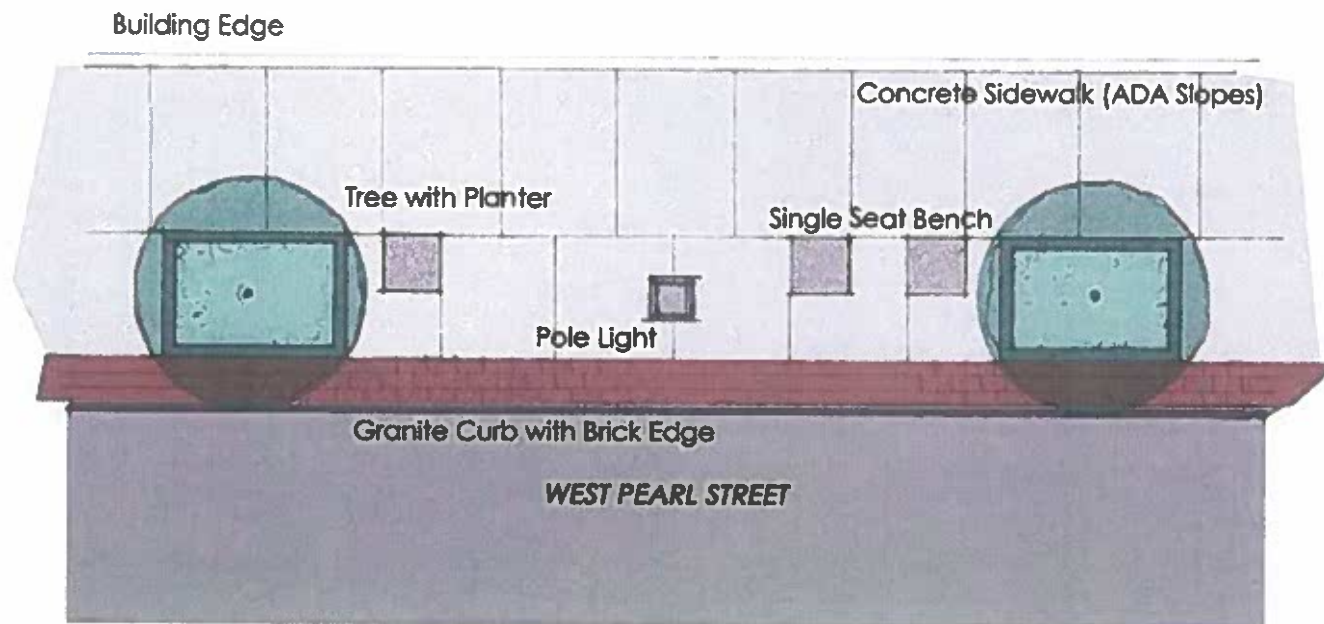


GREGORY LOMBARDI DESIGN
Landscape Architecture

SOUTH MIN WIDTH

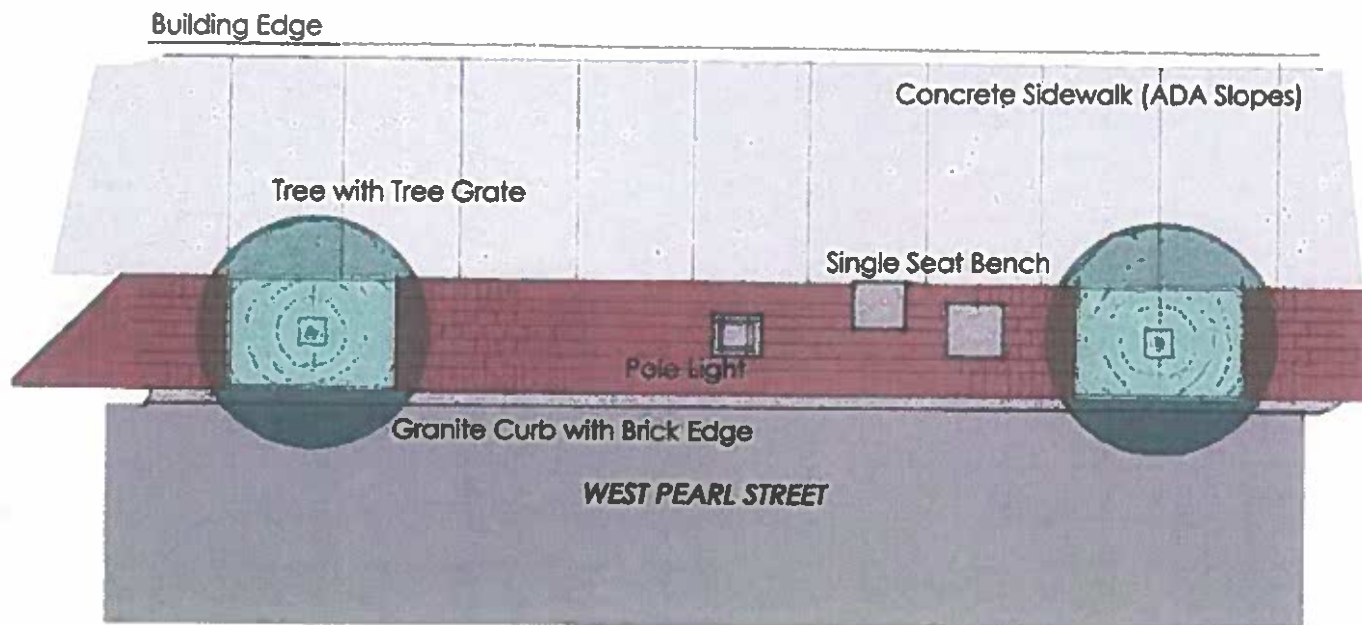


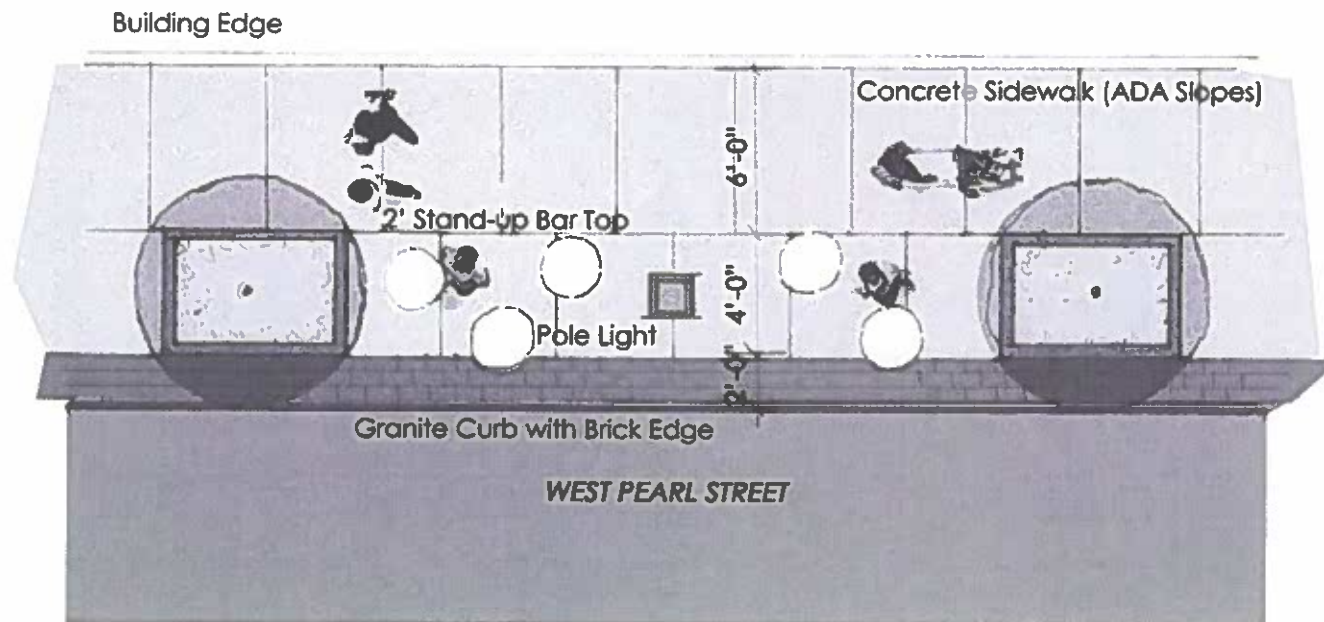
South Sidewalk Conditions
West Pearl Street, Nashua -23



GREGORY LOMBARDI DESIGN
Landscape Architecture

Detail Plan A
West Pearl Street, Nashua -24



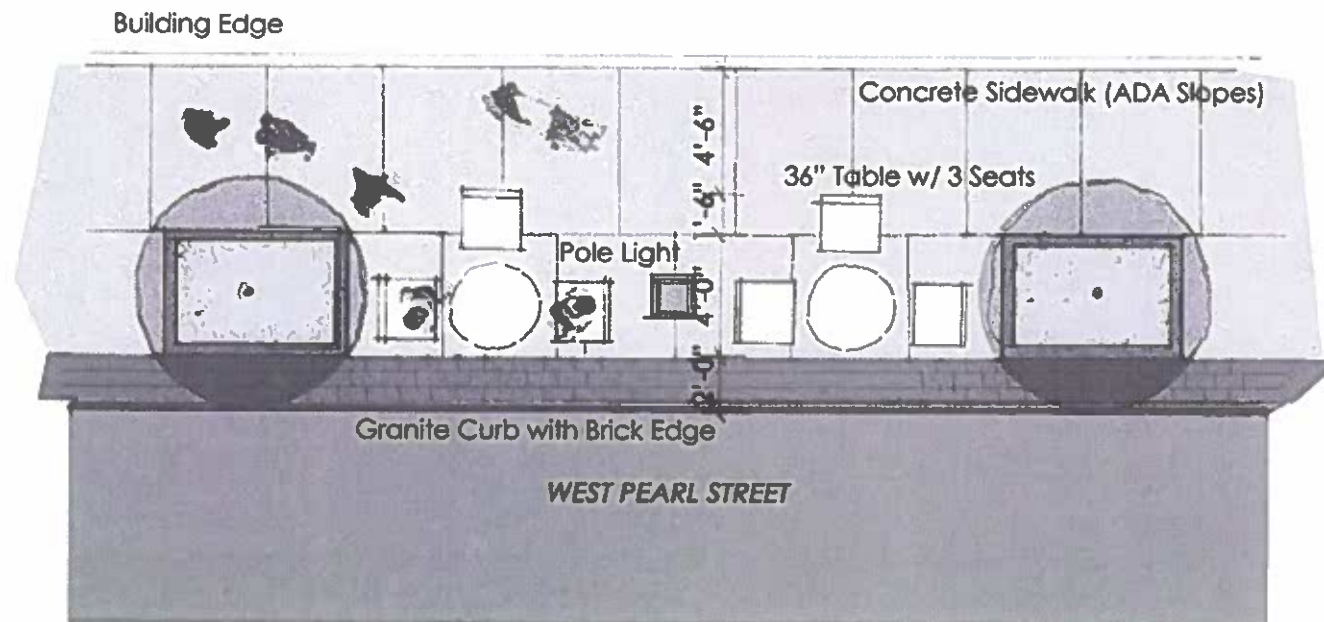


MOVABLE FURNITURE PROVIDED BY BUSINESS OWNER

GREGORY LOMBARDI DESIGN
Landscape Architecture



Site Furnishings - Bar Top Table
West Pearl Street, Nashua -26

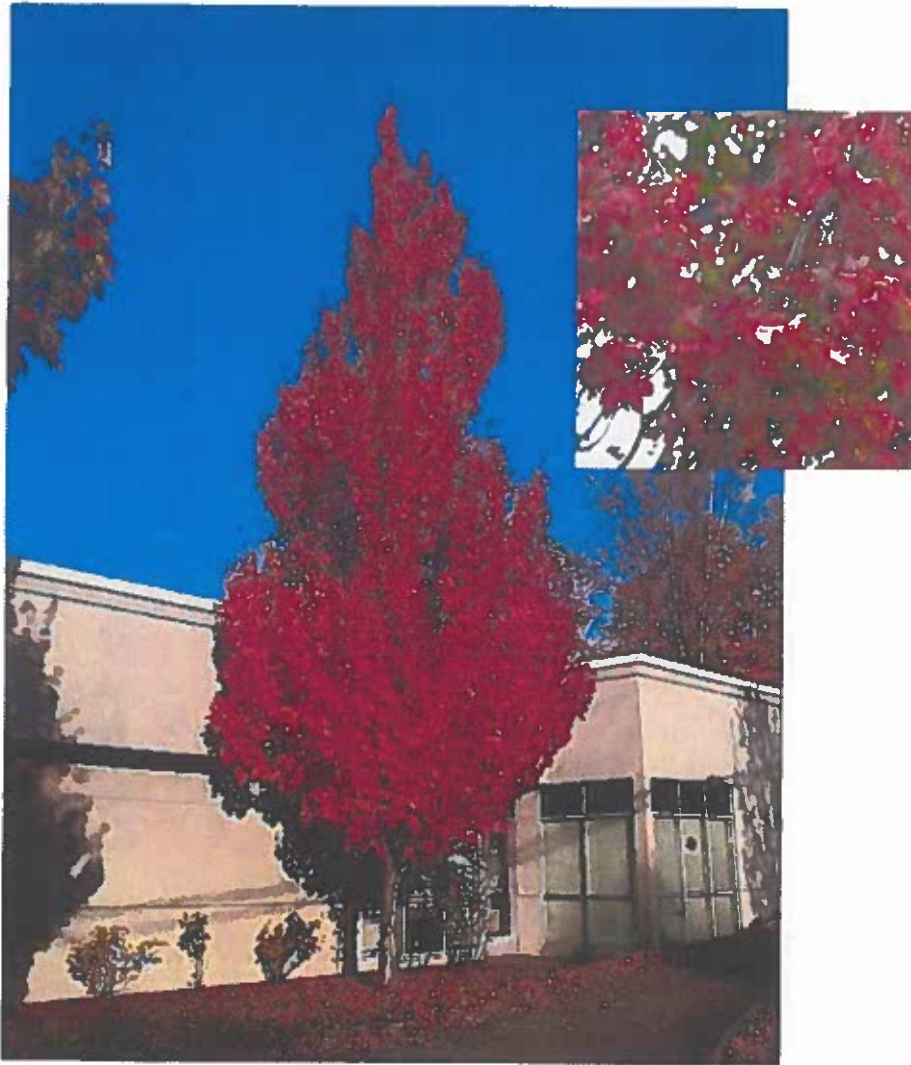


MOVABLE FURNITURE PROVIDED BY BUSINESS OWNER

GREGORY LOMBARDI DESIGN
Landscape Architecture

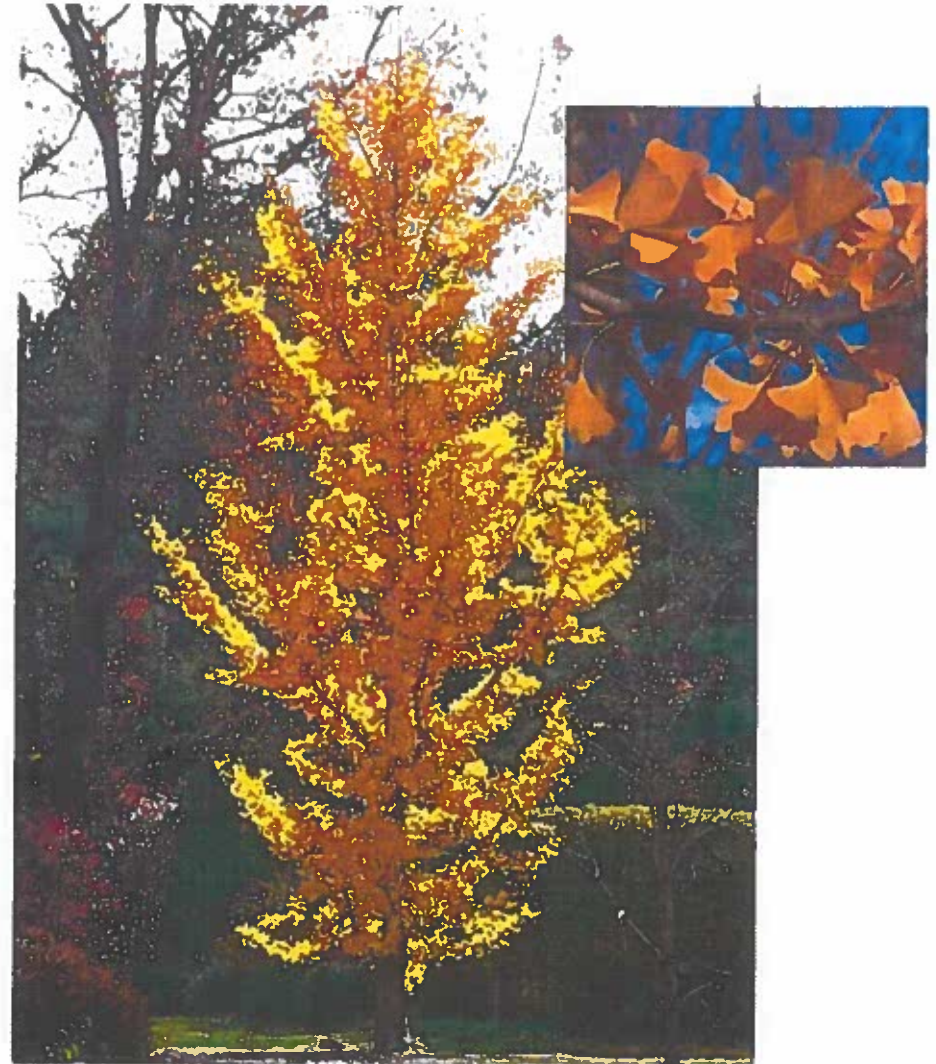


Site Furnishings - Dining Table
West Pearl Street, Nashua -27



'ARMSTRONG GOLD' COLUMNAR RED MAPLE

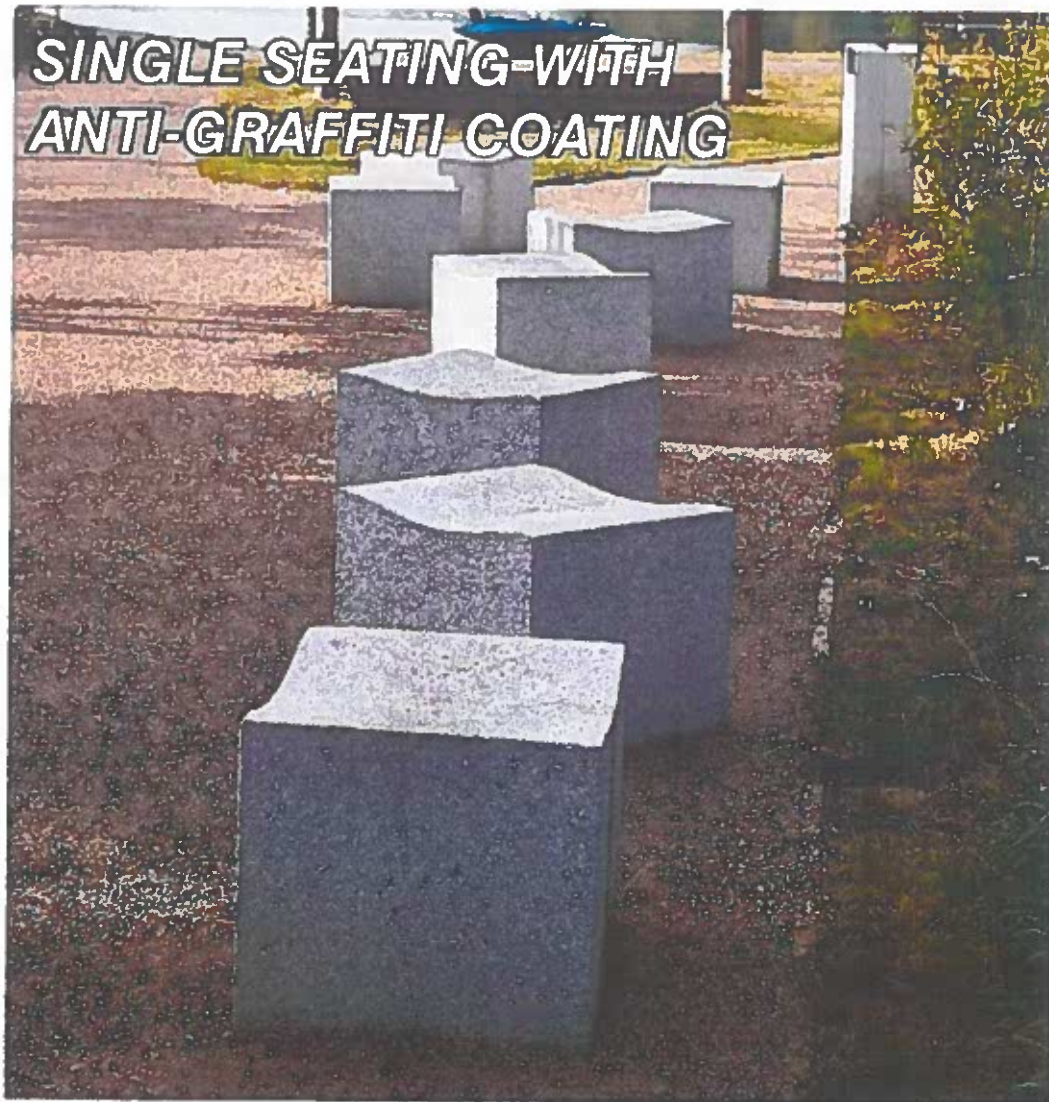
GREGORY LOMBARDI DESIGN
Landscape Architecture



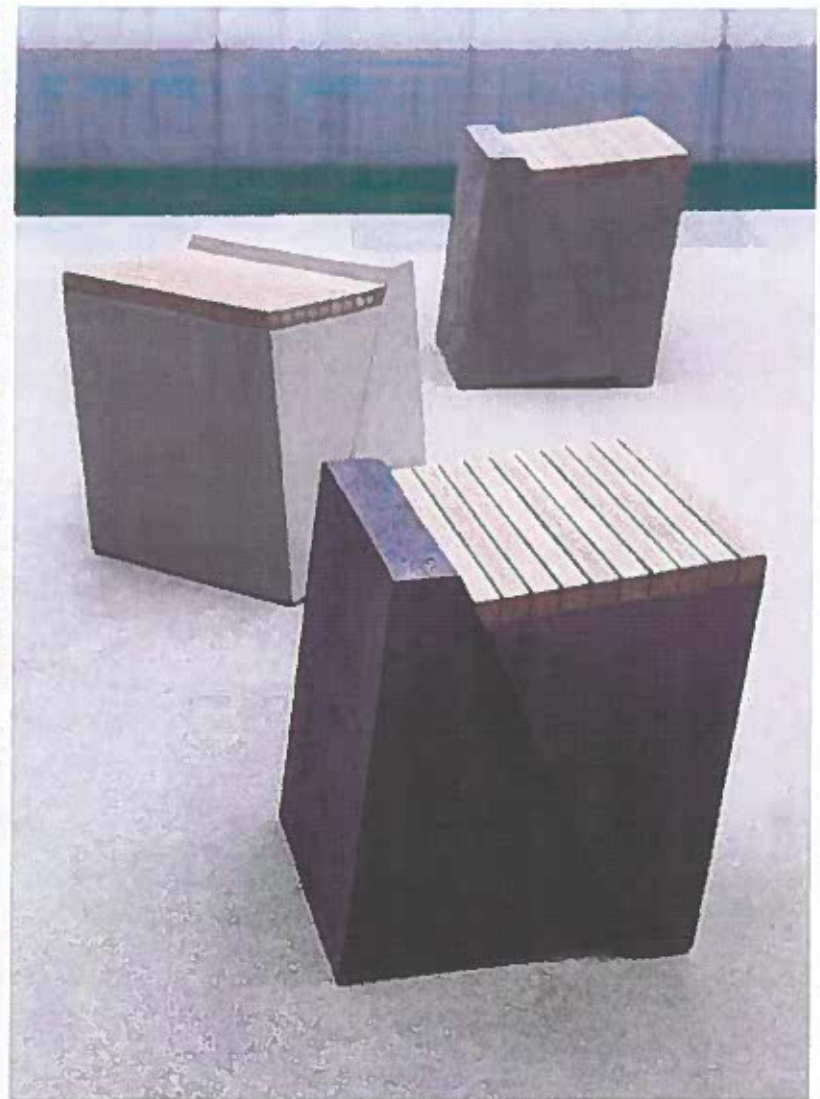
PRINCETON SENTRY COLUMNAR GINKGO

Streetscape Composition. Columnar Trees
West Pearl Street, Nashua -28

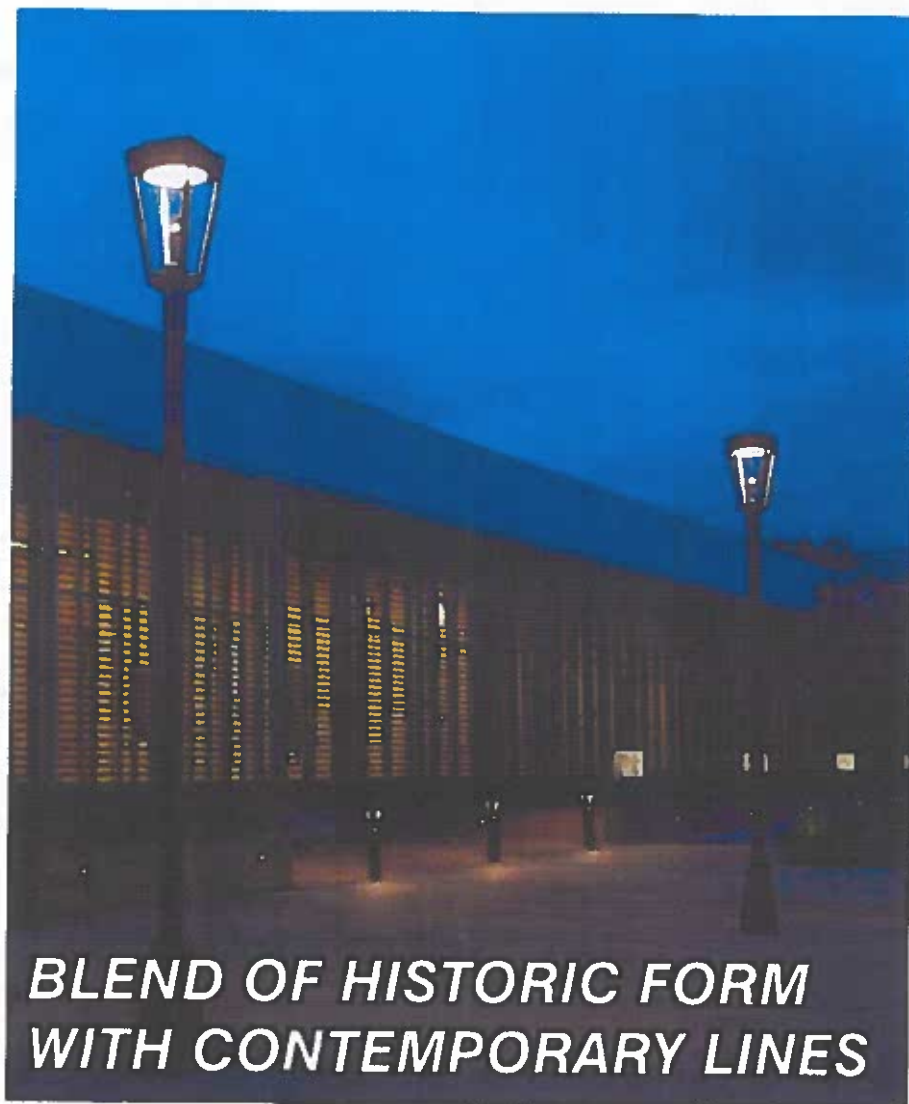
**SINGLE SEATING-WITH
ANTI-GRAFFITI COATING**



GREGORY LOMBARDI DESIGN
Landscape Architecture



Streetscape Composition: Pedestrian Seating - Single
West Pearl Street, Nashua -29



**BLEND OF HISTORIC FORM
WITH CONTEMPORARY LINES**

GREGORY LOMBARDI DESIGN
Landscape Architecture

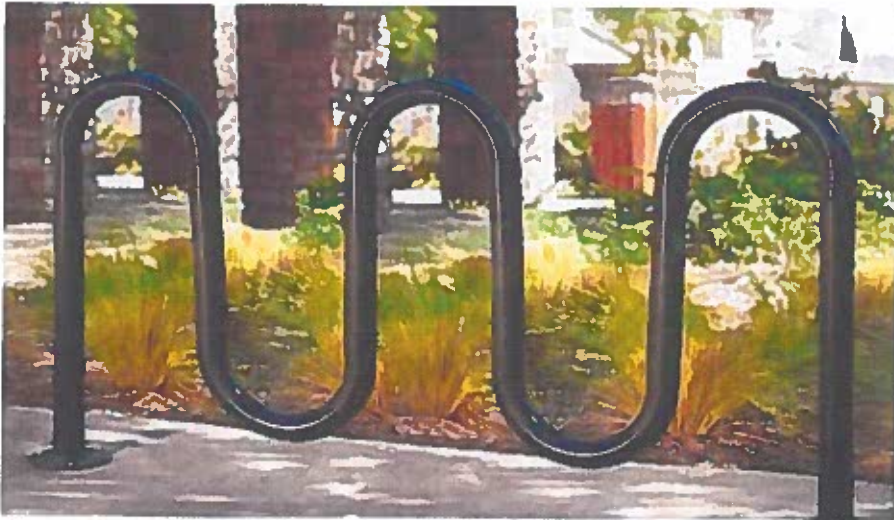


ASHBERY POLE LIGHT - SINGLE



ASHBERY POLE LIGHT - DOUBLE

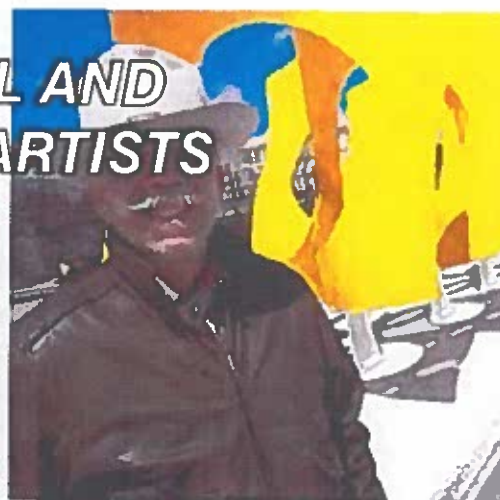
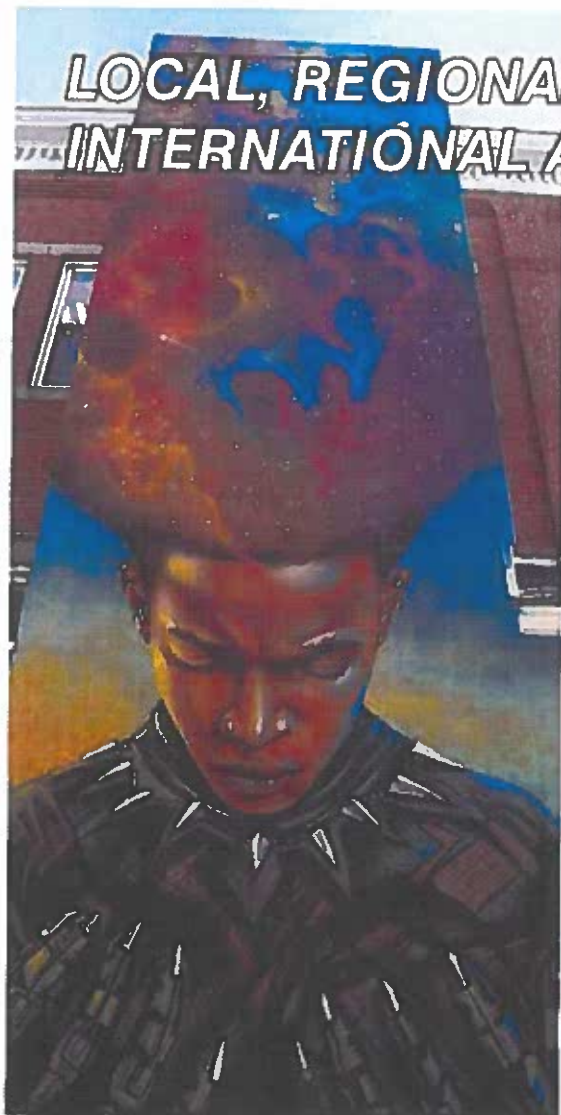
Streetscape Composition: Pole Lighting
West Pearl Street, Nashua -30



GREGORY LOMBARDI DESIGN
Landscape Architecture

Streetscape Composition: Bike Racks
West Pearl Street, Nashua -31

LOCAL, REGIONAL AND
INTERNATIONAL ARTISTS

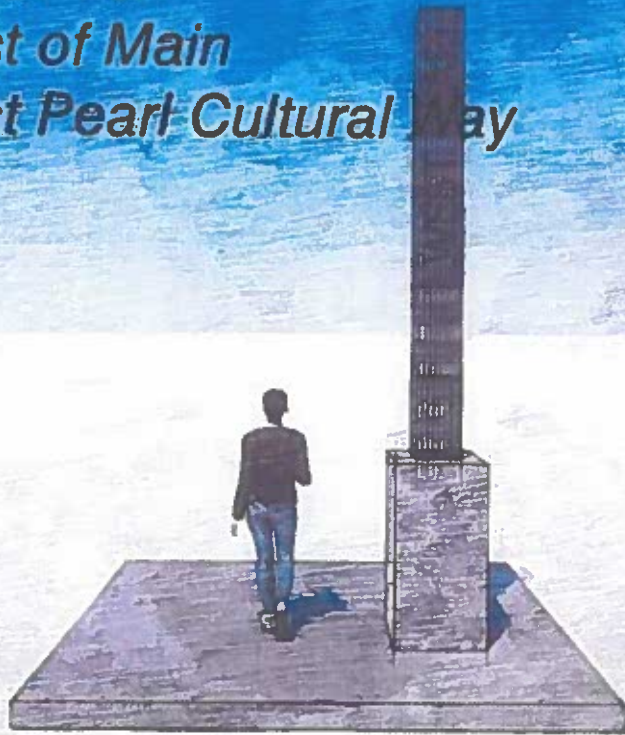


GREGORY LOMBARDI DESIGN
Landscape Architecture

Public Art Opportunities: Precedent Imagery
West Pearl Street, Nashua -32

IDENTITY BRAINSTORMING:

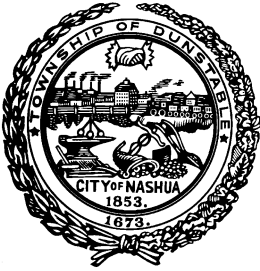
- The Marketplace on Pearl
- West Pearl
- West of Main
- West Pearl Cultural Way



GREGORY LOMBARDI DESIGN
Landscape Architecture



Monument
West Pearl Street, Nashua -34



ORDINANCE

EXPANDING THE TAX INCREMENT FINANCING DEVELOPMENT DISTRICT UNDER RSA 162-K AND NRO 295-11, ESTABLISHED BY O-03-171 AND REPLACING THE TAX INCREMENT FINANCING DEVELOPMENT PROGRAM AND FINANCING PLAN ADOPTED BY O-18-006

CITY OF NASHUA

In the Year Two Thousand and Twenty-six

The City of Nashua ordains that Part II “General Legislation,” Chapter 295 “Taxation,” Article V “Development and Revitalization Districts,” Section 295-12 “Districts identified” of the Nashua Revised Ordinances, as amended, is hereby further amended by adding new underlined language as follows:

“§295-12. Nashua Riverfront District identified.

A. The following properties shall constitute a tax increment financing development district:

...

The property identified as Tax Map 77, Lot 1
The property identified as Tax Map 77, Lot 2
The property identified as Tax Map 77, Lot 2A
The property identified as Tax Map 77, Lot 3
The property identified as Tax Map 77, Lot 5
The property identified as Tax Map 77, Lot 7
The property identified as Tax Map 77, Lot 8
The property identified as Tax Map 77, Lot 9
The property identified as Tax Map 77, Lot 10
The property identified as Tax Map 77, Lot 11
The property identified as Tax Map 77, Lot 13
The property identified as Tax Map 77, Lot 17
The property identified as Tax Map 77, Lot 28
The property identified as Tax Map 77, Lot 30
The property identified as Tax Map 77, Lot 31
The property identified as Tax Map 77, Lot 48

The property identified as Tax Map 80, Lot 63
The property identified as Tax Map 80, Lot 91”

And further, it is hereby ***RESOLVED*** by the Board of Aldermen of the City of Nashua that the “Tax Increment Financing Program and Financing Plan” adopted by O-18-006 is hereby replaced and superseded by the attached Tax Increment Financing Development Program and Financing Plan.

LEGISLATIVE YEAR 2026

ORDINANCE:

O-26-003

PURPOSE:

Expanding the Tax Increment Financing Development District Under RSA 162-K and NRO 295-11, Established by O-03-171 and Replacing the Tax Increment Financing Development Program and Financing Plan Adopted By O-18-006

SPONSOR(S):

Mayor Jim Donchess

**COMMITTEE
ASSIGNMENT:**

Planning and Economic Development Committee

FISCAL NOTE:

The proposed TIF district at this time does not have any direct impact on the City's budget. This legislation sets out the governance process necessary to capture the future tax increment within the district, which we do not know, but could be over \$ 250 thousand to \$2.2 million based on a five-year timeline. This money would be used to make improvements as outlined on the plan.

ANALYSIS

RSA Chapter 162-K, adopted by the City in 1998, enables the City to establish and modify economic development and revitalization districts, in which enhanced property tax revenue is designated to offset the cost of designated improvements, which may be financed by general obligation bonds. NRO §295-11 adopts the general powers of RSA Chapter 162-K. This legislation enlarges the existing Nashua Riverfront District and adopts a revised and updated development program and tax increment financing plan for the district.

A development district may be designated by the Board of Aldermen upon a finding that it will serve a public purpose. RSA 162-K:5. The district development program and tax increment financing plan details the proposed public and private uses of the district and estimates the cost of the development program and the sources of revenue. See RSA 162-K:6 and 9.

Prior to modifying a development district or any tax increment financing plan, a hearing shall be conducted by the governing body, held at least 15 days prior to the date on which action on the proposal is scheduled to take place. Notice of the hearing, including a description of the proposed district, shall be posted in 2 appropriate places in the City or published in a newspaper of general circulation at least 7 days prior to the hearing. See RSA 162-K:9, IV and RSA 162-K:4.

The City shall also provide a reasonable opportunity to the county commissioners and the school board to meet with the governing body regarding the proposed modifications. The governing body shall fully inform the county commissioners and the school board of the fiscal and economic implications of the proposed development district. The county commissioner and school board may present their recommendations at the public hearing. See RSA 162-K:9, III.

The City's annual report shall contain a financial report for any development district in the City. RSA 162-K:11. The Board of Aldermen must designate an administrator and advisory board for the development district. RSA 162-K:13 and 14. The Economic Development Director serves as the administrator and the Advisory Board is described in the Plan.

**Approved as to account
structure, numbers and
amount:**

Financial Services Division

By: 

Approved as to form:

Office of Corporation Counsel

By: 

Date: 2/19/2024



30TH ANNUAL NASHUA WINTER STROLL

NOVEMBER 29, 2025

Alyssa O'Mara, Executive Director



THE HISTORY

What began in 1995 as a small community gathering in Downtown Nashua has grown into New Hampshire's second largest community celebration (neck in neck with daily numbers for the Deerfield Fair, surpassed only by Laconia Bike Week). The Winter Stroll, held on the Saturday after Thanksgiving, traditionally features a candlelit procession led by Santa and Mrs. Claus from City Hall to the tree, a formal tree-lighting ceremony, live performances, and a dozen or so vendors. The event regularly draws crowds in the tens of thousands (commonly cited around 30,000 attendees) and has the way the city launches the holiday season.

Over the decades the Stroll has expanded from a simple procession and tree lighting into a full evening of programming across Main Street and (now) the Riverfront with ice rinks, live music, food vendors, and family attractions now accompanying the traditional candlelit walk.

Like many large public events, the Stroll has adapted to changing circumstances and continues to evolve with new attractions and layout changes driven by community feedback and logistical needs. This adaptability is part of why the Winter Stroll remains such a longstanding and beloved Nashua tradition.

2025 STATS

Food Trucks: 20

Non-Food Vendors: 22

Activities/Attractions: 10

Downtown Retail & Restaurants: 55

Performances: 57

Attendance: 24.9k (26.3k 2024)

Linger Time: 103 minutes (86 minutes 2024)





NEW IN 2025!

- Trackless Train w/ 3 stops on Main Street
- Avalanche Snow Tubing Slide
- Skating Rink
- Parade additions (Tractor, Magic Sleigh, Inflatables)

2025 FEEDBACK

“This was only my second Winter Holiday Stroll, the first being 5 or 6 years ago, and I'm so happy we gave it another shot! I want to say a quick thank you for all the work everyone put into making last night a blast. My 8 year old and I had a memorable time marked by fun, holiday joy, and a sense of community. Events like these are one of the top reasons I enjoy living in Nashua. We look forward to next year!”

Kendra Coleman, Resident, Ward 6

“Congratulations on an EPIC night. The new ideas were all incredible improvements to the flow and the new tree location is so special. Thank you!”

Sarah Jayne Howland, Miss New Hampshire Teen

“As a long-time Nashua resident, I also want to congratulate you on an outstanding event. This year truly felt like it had the most attractions and the most food vendors yet. Everyone I spoke with shared the same positive feedback. Thank you again for all your hard work on this event, we can't wait for next year!”

Allison Silva, St Mary's Bank

“I just wanted to say you did an EXCELLENT job with the Stroll. I had a wonderful time with the kids. I received a lot of great compliments from their parents along with Santa. Any future events you have I would gladly help out okay. Thanks again.”

Diane Guilbert aka Mrs Claus

Comments from the Public Safety Team via Emily Martuscello, Emergency Management Director:

“The new footprint allowed for enhanced security and safety allowing us to better use our public safety resources.”

“Pre-planning allowed for greater understanding of vendors and layout which helped with coordination.”

“GAD volunteers did a great job supporting and directing visitors allowing first responders to focus on safety.”

2025 FEEDBACK

“I didn’t get to experience most of it but I heard mostly positive feedback from people in person. We did have less foot traffic this year. People seemed to enjoy that there were more activities for their kids... I liked that Canal Street was kept open to traffic. It made it a little easier for staff to get to work. I did not like that Main St closed (at least on our end) for over an hour before vendors even started setting up.”

John Plourde, Manager, Peddler’s Daughter

“We usually do the same numbers for the Stroll as the night before Thanksgiving. We were down a few thousand for the Stroll this year. We were crazy from 7-11PM then it died down. I think it’s the trend as younger people aren’t really drinking like they used to but also we didn’t get the little bump from the tree lighting we usually do. That being said, I think having things to do on Main Street is more important than people standing in line to drink. We were still at capacity for hours and we’re happy. It was also so cold that I assume people didn’t want to stand in lines at bars and went home – I don’t blame them.”

Paige Hultman, Manager, Penuche’s Ale House

Lisa Beebe Law · 5d · 🧑🏻‍🤝‍🧑🏻

Fun night in downtown Nashua for the 30th Winter Holiday Stroll! The kickoff for the new waterfront pavilion and walkway was perfect! Great job [Alyssa O'Mara](#) and Great American Downtown!

75 ❤️ 12 💬 📌

Kara Marie · 5d · Rising contributor

The ice sculptures are one of my favorite things about the stroll



Reply

13

Paul G. Bergeron with Lisa Y. Bergeron in Nashua.

5d ·

The Stroll was fantastic! Different but still enjoyable! Visited Court Street theatre, Arts Center, walked the new river walk, concert  at the Methodist church, gingerbread houses  at Good Shepherd Church, hot cocoa and candy canes! And got to hang out with our 12 year old granddaughter who is borderline wanting to still hang with us haha but she had a great time as well![Nashua's Winter Holiday Stroll](#)

 **Kara Marie** · 5d · 🌟 Rising contributor

My 8 year old son had a blast riding the train. I hope they provide it again next year!



Reply  7  

 **Ora LeMere** · 4d
Best one in YEARS!



Reply  4

 **Larry Fortenberry** · 5d
Had a wonderful time

CHANGES FOR 2026

- Limit food trucks to 12-14
- Increase retail/holiday vendors to 40-50
- Increase attractions/rides to 8
 - Utilize side streets for rides



Cities have the capability of providing something for everybody, only because, and only when, they are created by everybody.



Jane Jacobs

THANK YOU

Questions? Comments?

We'd love to hear from you.

www.downtownnashua.org

Let's build something together!



Nashua Riverfront Tax Increment Finance District Development Program & Financing Plan MARCH 2026



Originally Adopted by the Nashua Board of Aldermen 3/27/2018
Update Adopted by the Nashua Board of Aldermen: TBD

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Introduction

In accordance with the provisions of RSA 162-K, Municipal Economic Development and Revitalization Districts, the Nashua Board of Aldermen hereby establishes the Nashua Riverfront Tax Increment Financing (TIF) District, and the associated Development Program and Financing Plan [hereinafter "the TIF Plan"]. The Plan replaces and supersedes The Nashua Riverfront Promenade Tax Increment Finance ("TIF") District and Plans approved in 2004 and in 2018.

Purpose & Objectives

The purpose of the TIF Plan is to advance the desirable development, redevelopment and physical improvements along the adjacent riverfront within downtown Nashua and the mill district. This plan is to create the framework to fund a variety of public improvements necessary to support these improvements.

The objectives of this development program and TIF plan are to:

- Improve and upgrade public infrastructure and public amenities that encourage and create opportunities for businesses to locate and expand within the district.
- Enhance employment and residential opportunities for area residents within the district.
- Expand the property tax base.
- Promote the natural asset and to design activities that respect the natural environment and how it can complement the downtown.
- Provide for better utilization of the recreational resources and opportunities that exist within the riverfront and the walking / bike pathways located downtown and which could connect to the trail system.

Achievement of these objectives will occur through a combination of efforts. Existing and future downtown property and business owners, new investors, and City staff and the City Board of Aldermen will be required to discuss redevelopment initiatives, and work cooperatively on funding plans and projects.

Twenty-two years since the Nashua Riverfront Promenade TIF Plan was adopted have proven that good ideas by themselves do not create the momentum to turn around a downtown that has suffered since the days when the mills closed and harder economic realities became evident. What happens to one singular building is important, especially to its owner, but more important is the goal of implementing comprehensive revitalization efforts that help support the economic, cultural, and societal health of the entire downtown area. The goal, purpose, objective, and strategy of the City of Nashua is to work in a systematic and dedicated fashion to bring vitality, excitement, and character to downtown Nashua.

Background

In the City's 2003 Master Plan the rejuvenation of the downtown riverfront began to take hold. City residents articulated a desire to unlock the potential of the riverfront using the Nashua River as a natural amenity for everyone's enjoyment. Slowly as private sector reinvestment projects started to take hold small advancements were made either with the securing of easements and legal rights to walk cross private land that abuts the river to physical improvements that creates walkways along the river's edge. Disparate efforts over the years along with starts and stops has allowed for certain phases or areas along the riverfront to transform while other areas languish.

In 2016 Mayor Jim Donchess tasked city staff to begin a conversation around how the City could enhance the quality of life for the community and maximize economic and environmental value of the downtown riverfront area within the city. The goal is to create a comprehensive approach to improving the riverfront and a strategy to forward the benefits on a faster time horizon.

A Downtown Riverfront Master Plan project was initiated to capture the community's vision for the downtown waterfront on the Nashua River. The resulting master plan adopted by the Board of Aldermen in 2017 is based on public conversations both in person and online, and incorporates an understanding of environmental constraints, existing conditions, and a desire to preserve the rich uniquely Nashua history of the Millyard with the community's desire for improved and expanded connectivity, riverfront amenities, green space and appropriate redevelopment within the Downtown.

The scope of the project is a 1.8-mile section of the Nashua River from Mine Falls Park upstream, through the Millyard, and downtown, ending at the Bridge Street Bridge. Within this stretch of river, the plan breaks the riverfront down into four sections from west to east; the Millyard, Greeley House & Cotton Mill, Jackson Falls, and Armory & Bridge.

The Downtown Riverfront Master Plan provides a comprehensive framework to reimagine how our community and the river can interact in the heart of downtown. It is the foundation of this TIF Plan. By using RSA 162-K we are giving ourselves the tools to achieve success.

District Boundary

The boundary of the district is shown on Appendix A. The map is a 1.8-mile section of the Nashua River from Mine Falls Park upstream, through the Millyard, and downtown, ending at the Bridge Street Bridge. Within this stretch of river, the plan

breaks the riverfront down into four sections from west to east; the Millyard, Greeley House & Cotton Mill, Jackson Falls, and Armory & Bridge.

TIF Development Program

The following outlines the elements of a development program per RSA 162K.

Conformance with District Limitations per RSA 162-K:5

The size of the district is 66.87 acres (including the original 1.22 acres, the expansion in 2018 of 27.31 acres, and the proposed expansion in 2026). The City of Nashua has a total of 19,712 acres. Therefore, the district represents significantly less than the 5% maximum of the total City acreage per RSA 162-K: 5. 1.

The total assessed value [as of April 1, 2026] of all taxable property within the TIF boundary is \$161,910,500 or less than one percent of the total of all taxable property within the City. Per RSA 162-K:511 the properties within the TIF represent significantly less than the 8% maximum allowable of the total assessed value demonstrating conformance.

Proposed Improvements

The 2017 Nashua Downtown Riverfront Plan highlights a broad range of concepts and proposals that can facilitate economic revitalization for specific properties and calls out areas where the riverfront could be a catalyst to promote the river as an amenity. The plan contemplates specific improvements as well as articulating broad-based themes. It is the belief of the that the best TIF plan is one which does not lock the City into a defined list of specific projects; re-development goals or the infrastructure needs of the City, because they can shift with changing markets, or as a result of different land uses that might be proposed for a specific property. Being flexible towards what potential TIF projects might work at a certain time will provide for the best utilization of TIF funds, which are, at the end of the day, the incremental tax revenues paid by the TIF District. The 2017 Nashua Downtown Riverfront Plan is a guiding document, please see Appendix C. It is important to be smart and focused with the use of TIF funds, so that the right project, at the right time, is fully evaluated by the TIF Committee, City staff, and all interested parties, before a formal proposal is taken to the Board of Aldermen for review and potential adoption.

There is a broad framework of projects that could provide for enhanced revitalization efforts; examples include, but are not limited to, the following:

- Infrastructure improvements [sidewalk/pathways, docks, sewer, electrical or water] that allow for better utilization of property in the District; or stormwater drainage

upgrades that will provide for enhanced protection of the Nashua River, which wraps around the entire TIF District;

- The construction of, or improvements to, public spaces that will create better links between city residents and visitors to the river, which was so important to our City's economic and cultural history;
- Improvements to recreational systems or opportunities [ex. walking, biking, boating] that exist, or could be developed, within the District;
- Open spaces, the creation of the associated recreational opportunities, and the cultural benefits of these types of spaces are important
- The acquisition of buildings or properties which would be better utilized for a public purpose [ex. parking or open / recreational spaces]; and,
- Transportation projects that improve access to the TIF District and/or provide for pedestrian safety.

Each TIF project which is presented to the Board of Aldermen will be linked with one of these general project categories. Each project must also satisfy one of the "public use" definitions contained in RSA 162-K:2. Each project that is approved, following a public hearing, by the Board of Aldermen will constitute a formally adopted modification to this overall TIF Plan, and its Financing Plan.

Any project brought forward to the Board of Aldermen for approval will need to address how riverfront is enhanced, utilized or benefited through the implementation of the project. The Board of Aldermen understands the importance of public spaces, especially given the valuable resources associated with the Nashua River, to a vibrant downtown.

Examples of open / public spaces that could be part of a TIF project include:

- The creation of new access to the River;
- The connection of existing Riverwalk to new locations;
- Recreational pathways along the River; or,
- The creation of new recreational opportunities in the riverway itself [boating!]

Economic Benefits of the Overall TIF Project

The framework of these improvement categories described herein are required in order to service the existing population and accommodate and encourage future growth. It is the latter that is needed most in the City. As pointed out earlier in this Plan, the economic viability of the downtown area has suffered and is just starting to resurge.

The decisions by the Board of Aldermen to undertake TIF funded improvements coupled with the positive initiatives being brought forward by some owners and investors can and will be a significant catalyst for an upswing in the downtown economies. The combination of TIF projects, private investments, and the use of other

state and federal loan, grant and tax incentive programs creates a cooperative framework that can be very effective and transformative.

The complete economic revitalization of downtown riverfront area of Nashua will be fulfilled with many small steps. Progress is being made, and will continue to be made, through cooperation and communication. Adopting a TIF program is one strategy that needs to be cultivated along with other downtown improvement strategies. One singular approach will not solve all of the economic issues within the downtown.

The following is a list of potential future forecasted development or redevelopment within the district:

Project	Location	Use	Estimate Future Tax Revenue
1 NIMCO Redevelopment Project	Millyard	Housing	\$1,009,800.00
2 Bagshaw Redevelopment	Millyard	Housing	\$673,200.00
3 Bagshaw Redevelopment	Millyard	Hotel	\$126,225.00
4 BIDA Millyard Redevelopment Project	Millyard	Housing	\$420,750.00

*The calculation uses a 2025 tax rate

Goals and needs of the business community and city residents must be openly discussed and aligned. All aspects of a project must be clearly outlined and understood by all parties this way, the economic benefits of this overall TIF Plan and the future project-specific modifications will be realized. The Nashua Downtown Riverfront Development Plan executed in the summer of 2017 shall be the principle guiding document due to its extensive outreach efforts to gather community input.

Public Facilities

There will be a variety of public facilities potentially constructed as outlined in the Nashua Downtown Riverfront Development Plan including, but not limited to expanding the Riverwalk, public park expansions and improvements, seasonal dock, parking enhancements and improvements, lighting, supplementary floating water features with night time illumination and other pedestrian connections.

Open Space Planning

As referenced in the Nashua Downtown Riverfront Development Plan open space and the creation thereof along with the associated recreational opportunities and aesthetic improvements of this nature are important factors and should be taken into consideration. These improvements need to be balanced with the potential development that is also encouraged along the riverfront, because seeking

economic development opportunities is also a priority, especially to ensure there is sufficient revenue available to finance improvements.

Environmental Controls

Given the historic nature of the developed areas of downtown Nashua and the industrial activities that occurred in the mills, without question there are environmental issues and concerns that will need to be dealt with during any project. The City of Nashua, as well as private parties, will be required to comply with all appropriate environmental regulations. These regulations may include, but are not limited to, any or all of the following:

- State and federal regulations regarding the protection of wetlands and floodplains.
- Local/State standards for design of public sewer systems
- Local/State permits regarding soil disturbance/filling.
- Local/State and federal regulations regarding air, water, and noise pollution.
- Applicable building and life safety codes, zoning ordinance, subdivision and site planning regulations.
- Contamination by hazardous materials, and the required clean-up protocols.

It is noted that the City received an exemption from NH DES for the provisions of the State Shoreland Protection Act. This exemption was granted based on the historic industrial urbanization which exists in the downtown area. While the City does not need to comply with the Shoreland Act, the Board of Aldermen, Planning Board and Conservation Commission is keenly aware of the importance of the need to maintain the quality and integrity of the River and its shoreland area. TIF projects brought to the Board of Aldermen for consideration may need to consider how the Shoreland area will be treated, impacted, and protected through the project.

Proposed Re-Use of Private Property

Since the Board of Aldermen will consider specific projects as plans are finalized in future years, it is difficult to know for certain what the intersection of private property and public projects will look like. The City has explored in the past the acquisition of certain properties for public uses, and it is expected that this approach will remain an option for future projects. As with all TIF projects, the costs and benefits for a possible purchase or taking of private property will be weighed with great care. All public uses and any private uses, whether through lease agreements, outright sales, or other appropriate mechanism will be conducted in conformance with all applicable sections of the RSA 162-K.

Relocation and Displacement

The City of Nashua will work to minimize the impacts of relocation for any residents or businesses within the District boundary. All relocation and dislocation activities will be in conformance with RSA 162-K, Section 6 and 15. Prior to the final acquisition of any property that is part of a specific TIF project and which would involve persons displaced by the project, a Relocation Plan will be prepared and submitted to the Administrator for review and approval. A copy of this plan will also be submitted to the Advisory Board for comment.

Operations and Maintenance of the District

The added cost for operation and maintenance [O & M] associated with the specific design of a TIF project will be part of the proposal package presented to the Board of Aldermen. The City will make every effort to minimize added O & M costs. If significant added O & M costs are identified, then, at the discretion of the Administrator, funding of O & M costs may be part of the TIF Financing plan.

One of the goals, which is of the utmost importance is that no additional O & M be placed on the City's general budget.

Estimated Costs of the Development Program

Due to the fact that the Nashua is utilizing a project-specific approval process, it is not possible to provide estimates at this time for a development program. Any TIF project presented to the Board must include a complete cost estimate.

The Nashua Downtown Riverfront Development Plan is acting as a guiding document and articulates a cost for Quadrant 1 projects ranging from approximately \$20 million to approximately \$30 million. The City could and will take a phased approach and do incremental project(s) in phases.

Attached is the Nashua Downtown Riverfront Development Plan, which outlines approximate order of magnitude costs for potential projects as of 2017. New projections for projects are included in the updated Quadrant 1 plan from 2025 attached as Appendix D.

Funding Sources

The City of Nashua intends to use multiple funding sources to complete the proposed work associated with any TIF project. Without question, a comprehensive revitalization program needs to utilize a broad range of funding sources or support mechanisms.

Examples include:

- Community Development Block Grant programs (CDBG);
- USDA Rural Development Grants
- NHDES Financial Assistance Water or Wastewater Grant programs
- New Market Tax Credits
- Historic Tax Credits
- Community Development Finance Authority programs
- N.H. Housing and Finance Authority programs
- NHDOT Enhancement Grants
- TCSP Grants from the Federal Highway Authority
- New Hampshire Business Finance Authority programs

A key component for the project funding is the use of the accumulated TIF Funds. All of the added-value tax increments shall be set aside and placed into the dedicated TIF Account fund. It is the overall goal of the Board of Aldermen to pay for projects [either entirely or partially] through the use of the TIF Account Fund. All of the TIF Funds shall be directed towards the payment for specific TIF projects or the retirement of the outstanding bonds and notes issued for the improvements and activities approved through this Plan. The baseline values used to determine tax increments will be as of April 1, 2026.

For the purposes of determining the tax increments, the market-based appreciation in value of any property shall be considered as new values to be captured for the dedicated TIF fund.

If there are available TIF Funds in excess of that which is necessary to fund the outstanding financial obligations for approved projects in a given year then the excess amount shall: 1) be used to make additional principal payments on bonds issued in conjunction with approved projects; 2) With the consent of the Board of Aldermen, be applied to a newly approved project within the TIF District; and 3) used for O&M as necessary.

Pursuant to RSA 162-K, the City of Nashua may issue bonds or other appropriate debt instruments to pay for the proposed work and improvements approved under this Plan, and any future approved modification.

As noted elsewhere in this Plan, the projects carried out under this Plan need to be fluid so the City can react to changing needs and circumstances in order to effectively move the goals and objectives forward. The Board of Aldermen, through a public hearing and Plan modification process, must approve all projects and the expenditures of all funds.

The TIF District and RSA 79-E

The Nashua Board of Aldermen voted in 2013 to adopt the provisions of RSA 79-E, the Community Revitalization Tax Relief Incentive program. This program provides a tax incentive for the rehabilitation of buildings in the City's core downtown area, which includes the area within the TIF District. Projects granted tax relief under RSA 79-E pay property taxes, for a determined period of time based on the pre-rehabilitation values.

Recognizing that there is a relationship between the implementation of a TIF Plan or project, and the collection of taxes that might occur under a property subject to tax relief under 79-E, the NH Legislature included the following language at Paragraph 79-E:4:

"VI. Municipalities shall have no obligation to grant an application for tax relief for properties located within tax increment finance districts when the governing body determines, in its sole discretion, that the granting of tax relief will impede, reduce, or negatively affect:

- (a) The development program or financing plans for such tax increment finance districts; or*
- (b) The ability to satisfy or expedite repayment of debt service obligations incurred for a tax increment financing district; or*
- (c) The ability to satisfy program administration, operating, or maintenance expenses within a tax increment. Financing district. "*

The Board of Aldermen will provide a public hearing for any application for tax relief under 79-E, and each application will be evaluated on its own merits. The Board does recognize that providing 79-E tax relief to a specific property may have an impact on the ability of the City to accrue the necessary TIF funds for the realization of projects that will benefit the City as a whole, but also may directly benefit that specific property. The Board of Aldermen will take the above 79-E language into consideration when deciding on any individual 79-E application(s).

Development Agreements

The City acknowledges that the creation of public-private partnerships to further the goals and objectives of the TIF District and the Plan as outlined involves some level of risk on the part of both parties.

At the same time, the City recognizes that opportunities for risk with public funds are not in the best interest of the citizens and taxpayers of Nashua. It is not the intent of the Board of Aldermen to vote to authorize the issuance of any bonds or other financial obligation notes without the execution and recording of the appropriate Development Agreements in order to protect the interests of the City and its residents.

As part of the proposal for a private sector spurred project, the Board of Aldermen shall be provided with information on the project costs, the funding plan, and the Development Agreement. The exact language of a Development Agreement will depend on the complexity of the project. The Board of Aldermen may require the developer(s) to execute a clearly enforceable Agreement which will require the developer(s) to pay any deficiency between the City's actual annual cost for bond debt service and incremental tax revenues generated in, or available to, the District. The Board of Aldermen shall have final approval of the language of any Agreement negotiated by the Administrator. All Agreements shall be executed and recorded in the Hillsborough County Registry of Deeds.

Should the City desire to support public improvement within the general project area using the captured incremental tax revenues within the district than in this case, a Development Agreement will not be required.

Impacts on Other Taxing Jurisdictions

Property taxes applied to incremental assessed value in the TIF District will include the municipal, school [local and state], and county taxes currently collected by the City. The current 2025 applicable tax rates are as follows:

Municipal	\$7.19
County	\$1.15
State Education	\$1.01
Local Education	\$7.48
Total	\$16.83

The estimated impact of tax increment financing on the assessed values of all other taxing jurisdictions within the City of Nashua is negligible, since the proposed improvements are designed to encourage commercial investment and lessen the residential tax burden. Thus, these activities will contribute to a long-term increase in the non-residential tax base at a faster rate than would otherwise be achieved.

Over the next five years there is a potential aggregate figure of approximately \$2,229,975 of new tax dollars on the horizon if all planned development happens.

Plan Amendments

Pursuant to RSA 162-K:9, this plan may be amended by a vote of Board of Aldermen in conformance with all applicable time frames and notice requirements. As discussed previously, each specific TIF project will be brought forward to the Board of Aldermen for review and approval, thus there will be future amendments to this TIF Plan.

Duration of Program

The TIF District will exist until all improvements or projects approved by the Board of Aldermen have been completed, and all debt issued and borrowing initiated to fund the projects is retired.

The Board of Aldermen will consider the recommendations by the Administrator regarding the proposed expiration of the TIF Plan and District along with amendments. The Board of Aldermen reserves the right to evaluate the TIF Plan every year following its adoption, and make any necessary modifications to the Plan to ensure that all goals and objectives are being met.

Upon full repayment of any outstanding bonds, all TIF Account Funds may be available for all District purposes, as outlined in, and approved by the Board of Aldermen as part of any modification to this Plan. The Annual Report prepared by the Administrator may recommend that a certain percentage of the tax increments may be returned to the City for general fund purposes, and Board of Aldermen approval for that allotment shall not be subject to a formal modification and public hearing process.

TIF District Administration

The City Economic Development Director shall be the Administrator of the District and act in accordance with R-04-58 as approved by the City of Nashua on July 13, 2004 and in accordance with RSA 162-K:13, which prescribe the following duties and powers granted to the City Economic Development Director and it is generally understood the Administrator shall have the following powers:

- 1) Negotiate for the acquisition of real property or easements, and sign options and/or purchase and sales agreements to acquire said property or easements subject to final approval by the Board of Aldermen;
- 2) Enter into contracts for the construction of any of the facilities included in the development program
- 3) Negotiate and sign, upon the approval of the Board of Aldermen, any contracts relative to the design, engineering, construction or operations of any phase or component of the activities proposed under this Plan;
- 4) Apply for, and accept and execute, upon the approval of the Board of Aldermen, grants from any private or public organization or corporation, or from any state or federal agency for any work associated with this Plan;
- 5) Negotiate any Development Agreements and present the Agreements to the Board of Aldermen for final approval;

- 6) Certify to the Board of Aldermen, for acquisition through eminent domain, property that cannot be acquired by negotiation, but is required for implementation of the Plan; and
- 7) Certify to the Board of Aldermen the amount of funds, if any, which must be raised through the sale of bonds to finance the activities associated with this Plan.
- 8) Engage in any other administrative or administrative duties necessary for implementation of the development plan and program as outlined.

The Board of Aldermen may grant through an affirmative vote of the Board of Aldermen, additional powers, as deemed necessary and appropriate, in order to implement the goals, purpose, work and improvements outlined in this Plan or any future amendment.

Advisory Board

In accordance with 162-K: 14, the Board of Aldermen passed R-04-58, which prescribes the governance of the advisory board.

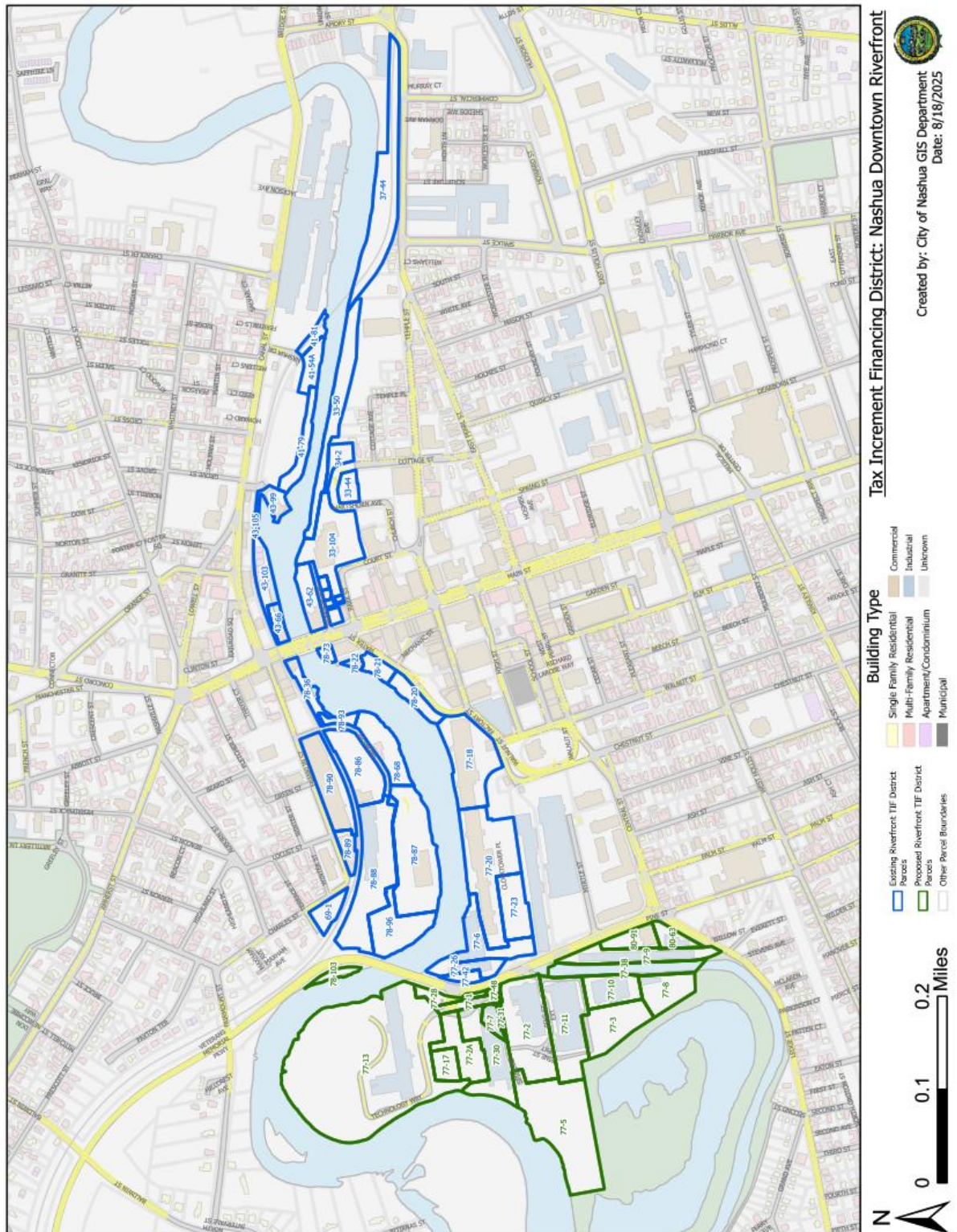
Annual Report

Pursuant to RSA 162-K: 11, the City, by and through the Administrator of the District, in consultation with the Advisory Board, shall prepare an annual report containing the following:

- A Narrative Report on the status of the implementation of the Plan and a summary of the work that has been completed within the previous year;
- The amount and source of revenue of the District;
- The amount and purpose of expenditures;
- The amount of principal and interest on any outstanding bonded indebtedness;
- The original assessed value of the District;
- The captured assessed value retained by the District;
- The tax increments received; and
- Any additional information necessary to demonstrate compliance with the TIP Plan. This is understood through an affirmative vote by the Board of Aldermen to Adopt the provisions of Chapter 162-K on November 24, 1998.

Appendix A

2026 District Boundary Map



Appendix B

2025 Riverfront TIF District Proposed Expansion and Base Values

LUC	Acct #	M/L	Owner	Prop Location	Current Value	Notes	MS-1 Line		2025 Value	Base Value	Taxable Value		TIF Value	Tax Rate Used		TIF APPLIED	TIF YEAR END TAX
Proposed New TIF Parcels for 2026																	
9030	24806	77-1	NASHUA, CITY OF	L PINE ST	\$24,900		Tax Exempt Line		\$24,900	\$24,900	\$0	\$24,900	\$ -	0.01683		\$ (24,900)	\$0.00
4000	2068	77-2	BGSHW LAND LLC	PINE ST	\$1,582,600				\$1,582,600	\$1,582,600	\$1,582,600	\$0	\$ -	0.01683		\$ -	\$0.00
9030	40015	77-2A	NASHUA, CITY OF	3 PINE ST EXT	\$157,300		Tax Exempt Line		\$157,300	\$157,300	\$0	\$157,300	\$ -	0.01683		\$ (157,300)	\$0.00
9030	2018	77-3	NASHUA, CITY OF	EXT_NRTH	\$447,300		Tax Exempt Line		\$447,300	\$447,300	\$0	\$447,300	\$ -	0.01683		\$ (447,300)	\$0.00
9030	24816	77-5	NASHUA, CITY OF	L PINE ST	\$322,900		Tax Exempt Line		\$322,900	\$322,900	\$0	\$322,900	\$ -	0.01683		\$ (322,900)	\$0.00
9030	25100	77-7	NASHUA, CITY OF	L PINE ST EXT	\$95,400		Tax Exempt Line		\$95,400	\$95,400	\$0	\$95,400	\$ -	0.01683		\$ (95,400)	\$0.00
9030	12558	77-8	NASHUA, CITY OF	82 PINE ST EXT	\$638,000		Tax Exempt Line		\$638,000	\$638,000	\$0	\$638,000	\$ -	0.01683		\$ (638,000)	\$0.00
4000	20974	77-9	LLC	3 PINE ST	\$676,500				\$676,500	\$676,500	\$676,500	\$0	\$ -	0.01683		\$ -	\$0.00
4020	26338	77-10	RIVERSIDE PROPERTIES OF NASHUA, INC	5 PINE ST EXT-NRTH	\$1,088,000				\$1,088,000	\$1,088,000	\$1,088,000	\$0	\$ -	0.01683		\$ -	\$0.00
4020	26340	77-11	RIVERSIDE PROPERTIES OF NASHUA, INC	1C PINE ST	\$1,927,800				\$1,927,800	\$1,927,800	\$1,927,800	\$0	\$ -	0.01683		\$ -	\$0.00
4000	25200	77-13	INDIANHEAD REALTY TRUST	10-88 TECHNOLOGY WAY	\$4,691,400				\$4,691,400	\$4,691,400	\$4,691,400	\$0	\$ -	0.01683		\$ -	\$0.00
4240	7206	77-17	PUBLIC SERVICE CO OF NH	21 PINE ST EXT	\$131,600	State School Portion Taken Out of TR.	Utilities Line	Nothing on TIF Line	\$131,600	\$131,600	\$131,600	\$0	\$ -	0.01582	State School Portion needs to be removed for Tiff amount calculation.	\$ -	\$0.00
9030	42563	77-28	NASHUA, CITY OF	2 PINE ST EXT	\$192,200		Tax Exempt Line		\$192,200	\$192,200	\$0	\$192,200	\$ -	0.01683		\$ (192,200)	\$0.00
9030	50441	77-30	NASHUA, CITY OF	1 PINE ST EXT	\$880,800		Tax Exempt Line		\$880,800	\$880,800	\$0	\$880,800	\$ -	0.01683		\$ (880,800)	\$0.00
9030	50443	77-31	NASHUA, CITY OF	L PINE ST	\$39,900		Tax Exempt Line		\$39,900	\$39,900	\$0	\$39,900	\$ -	0.01683		\$ (39,900)	\$0.00
9030	52519	77-48	NASHUA, CITY OF	L PINE ST	\$8,400		Tax Exempt Line		\$8,400	\$8,400	\$0	\$8,400	\$ -	0.01683		\$ (8,400)	\$0.00
3160	12408	80-63	FORRENCE FAMILY RT OF 2015	1-3 LEDGE ST	\$702,300				\$702,300	\$702,300	\$702,300	\$0	\$ -	0.01683		\$ -	\$0.00
9060	33004	80-91	CROSSWAY CHRISTIAN CHURCH OF HILLSBOROUGH COUNTY INC	33 PINE ST	\$1,777,100		Tax Exempt Line		\$1,777,100	\$1,777,100	\$0	\$1,777,100	\$ -	0.01683		\$ (1,777,100)	\$0.00
TIF Parcels Added in 2020																	
9030	39856	33-44	NASHUA, CITY OF	AVE	\$278,600		Tax Exempt Line		\$278,600	\$234,400	\$0	\$278,600	\$ -	0.01683		\$ (234,400)	\$0.00
9030	16586	33-50	NASHUA, CITY OF	L PEARSON AVE	\$132,500		Tax Exempt Line		\$132,500	\$109,700	\$0	\$132,500	\$ -	0.01683		\$ (109,700)	\$0.00
3370	1308	33-70	WHITING BUILDING LLC	11-13 PEARSON AVE	\$85,400				\$85,400	\$71,700	\$85,400	\$0	\$ 13,700	0.01683		\$ 13,700	\$230.57
9030	39859	33-72	NASHUA, CITY OF	12 PARK ST U 1/2 73	\$8,100		Tax Exempt Line		\$8,100	\$7,300	\$0	\$8,100	\$ -	0.01683		\$ (7,300)	\$0.00
9030	39860	33-74	NASHUA, CITY OF	74 MAIN ST	\$217,500		Tax Exempt Line		\$217,500	\$181,800	\$0	\$217,500	\$ -	0.01683		\$ (181,800)	\$0.00
9030	39862	33-93	NASHUA, CITY OF	9 PEARSON AVE	\$17,400		Tax Exempt Line		\$17,400	\$15,100	\$0	\$17,400	\$ -	0.01683		\$ (15,100)	\$0.00
9030	44491	3-104	NASHUA, CITY OF	2 COURT ST	\$9,686,400		Tax Exempt Line		\$9,686,400	\$7,471,000	\$0	\$9,686,400	\$ -	0.01683		\$ (7,471,000)	\$0.00
3370	33436	33-105	OTAREC FAMILY HOLDINGS, LLC C/O RAZZABONI PROP MGMT	17 PEARSON AVE	\$102,700				\$102,700	\$86,300	\$102,700	\$0	\$ 16,400	0.01683		\$ 16,400	\$276.01
3370	52031	33-115	FUMEE BLEUE, LLC	L PARK ST	\$12,300				\$12,300	\$10,300	\$12,300	\$0	\$ 2,000	0.01683		\$ 2,000	\$33.66
9030	39496	34-2	NASHUA, CITY OF	4-6 COTTAGE ST 5;48	\$52,700		Tax Exempt Line		\$52,200	\$30,400	\$0	\$52,200	\$ -	0.01683		\$ (30,400)	\$0.00
9030	39499	37-38	NASHUA, CITY OF	L TEMPLE ST	\$35,500		Tax Exempt Line		\$35,500	\$18,900	\$0	\$35,500	\$ -	0.01683		\$ (18,900)	\$0.00
9220	50808	37-44	BOSTON & MAINE CORP C/O GUILFORD TRANSPORTATION IND	L TEMPLE ST	\$659,500		Tax Exempt Line		\$659,500	\$659,500	\$0	\$659,500	\$ (659,500)	0.01683		\$ (659,500)	\$11,099.39
9030	48387	41-54A	NASHUA, CITY OF	L CANAL ST (REAR)	\$288,600		Tax Exempt Line		\$288,600	\$242,200	\$0	\$288,600	\$ -	0.01683		\$ (242,200)	\$0.00
9030	50169	41-79	NASHUA, CITY OF	L CANAL ST	\$70,600		Tax Exempt Line		\$70,600	\$58,500	\$0	\$70,600	\$ -	0.01683		\$ (58,500)	\$0.00
9220	50807	41-81	BOSTON & MAINE CORP C/O GUILFORD TRANSPORTATION IND	L NASHUA DR	\$157,600		Tax Exempt Line		\$157,600	\$157,600	\$0	\$157,600	\$ (157,600)	0.01683		\$ (157,600)	\$2,652.41
3400	33434	43-62	OTAREC FAMILY HOLDINGS, LLC	60 MAIN ST	\$2,579,900				\$2,579,900	\$2,195,300	\$2,579,900	\$0	\$ 384,600	0.01683		\$ 384,600	\$6,472.82

DRAFT Riverfront TIF Plan 2026

TIF Parcels added in 2018																
3260	7,180	0078-00036	53-59 MAIN ST LLC	53-59 MAIN ST 72	\$766,700		Comm L&B/ TIF	\$766,700	\$579,500	\$766,700	\$0	\$ 187,200	0.01683	\$ 187,200	\$3,150.58	
3400	19,274	0078-00022	KCRC HOLDINGS LLC / C/O FOXFIRE PROPERTY MGMENT INC	4 WATER ST	\$1,209,500		Comm L&B/ TIF	\$1,209,500	\$905,200	\$1,209,500	\$0	\$ 304,300	0.01683	\$ 304,300	\$5,121.37	
1403	23,648	0078-00068	LOFTS 34, LLC	12-14 FRONT ST	\$1,079,100		Res L&B /TIF	\$1,079,100	\$287,500	\$1,079,100	\$0	\$ 791,600	0.01683	\$ 791,600	\$13,322.63	
3360	24,808	0077-00023	NASHUA CANAL ASSOC LP / %S-C MANAGEMENT CORP	1 PINE ST MILL YARD	\$1,465,900		Comm L&B/ TIF	\$1,465,900	\$874,200	\$1,465,900	\$0	\$ 591,700	0.01683	\$ 591,700	\$9,958.31	
4000	32,120	0077-00006	NASHUA RIVER ASSC LMTD PRTNSHP	99 FACTORY ST	\$942,900		Comm L&B/ TIF	\$942,900	\$603,200	\$942,900	\$0	\$ 339,700	0.01683	\$ 339,700	\$5,717.15	
1452	38,905	0077-00020	NASHUA CLOCKTOWER HOUSING / %S-C MANAGEMENT CORP	2 CLOCKTOWER PL	\$25,548,900		Comm L&B/ TIF	\$25,548,900	\$8,559,300	\$25,548,900	\$0	\$ 16,989,600	0.01683	\$ 16,989,600	\$285,934.97	
4000	41,475	0077-00026	OLD COTTON HOUSE LLC	88 PINE ST -EXT	\$587,000		Comm L&B/ TIF	\$587,000	\$100,000	\$587,000	\$0	\$ 487,000	0.01683	\$ 487,000	\$8,196.21	
1452	47,804	0077-00018	NASHUA PLAZA HOUSING ASSOC LP / % S-C MANAGEMENT CORP	1 CLOCKTOWER PL	\$19,435,600		Comm L&B/ TIF	\$19,435,600	\$7,146,500	\$19,435,600	\$0	\$ 12,289,100	0.01683	\$ 12,289,100	\$206,825.55	
3370	49,112	0069-00001	LOFTS 34 LLC	1 CHARLES ST	\$290,700		Comm L&B/ TIF	\$290,700	\$189,100	\$290,700	\$0	\$ 101,600	0.01683	\$ 101,600	\$1,709.93	
3370	49,182	0078-00086	LOFTS 34, LLC	21 FRONT ST	\$1,380,000		Comm L&B/ TIF	\$1,380,000	\$554,100	\$1,380,000	\$0	\$ 825,900	0.01683	\$ 825,900	\$13,899.90	
3400	49,185	0078-00089	LOFTS 34 LLC	44 FRANKLIN ST	\$2,334,100		Comm L&B/ TIF	\$2,334,100	\$1,897,300	\$2,334,100	\$0	\$ 436,800	0.01683	\$ 436,800	\$7,351.34	
1452	49,186	0078-00090	LOFTS 34 LLC	34 FRANKLIN ST	\$39,504,400		Comm L&B/ TIF	\$39,504,400	\$2,776,400	\$39,504,400	\$0	\$ 36,728,000	0.01683	\$ 36,728,000	\$618,132.24	
4000	49,779	0078-00088	25 FRONT STREET, LLC	25, 31, 33 FRONT ST	\$2,794,700		Comm L&B/ TIF	\$2,794,700	\$1,910,500	\$2,794,700	\$0	\$ 884,200	0.01683	\$ 884,200	\$14,881.09	
4230	50,036	0078-00093	PUBLIC SERVICE CO OF NH	8 FRONT ST	\$146,900	State School Portion Taken Out of TR	Utilities Line	\$146,900	\$127,800	\$146,900	\$0	\$ 19,100	0.01582	\$ 19,100	\$302.16	
9030	52113	0077-00042	OLD COTTON HOUSE LLC	1 PINE ST	\$111,900		Comm L / TIF	\$111,900	\$48,500	\$111,900	\$0	\$ 63,400	0.01683	\$ 63,400	\$1,067.02	
9030	39872	0078-00020	CITY OF NASHUA	25 WATER ST	\$241,200	City Owned Property	Tax Exempt Line	\$241,200	\$167,700	\$0	\$241,200	\$0	\$ -	0.01683	\$ -	\$0.00
9030	39873	0078-00021	CITY OF NASHUA	23 WATER ST	\$203,400	City Owned Property	Tax Exempt Line	\$203,400	\$143,800	\$0	\$203,400	\$0	\$ -	0.01683	\$ -	\$0.00
9030	39879	0078-00073	CITY OF NASHUA	1 MAIN ST	\$58,100	City Owned Property	Tax Exempt Line	\$58,100	\$25,500	\$0	\$58,100	\$0	\$ -	0.01683	\$ -	\$0.00
1452	49183	0078-00087	COTTON MILL SQUARE LLC	30 FRONT ST	\$18,272,100		Comm L&B/ TIF	\$23,283,500	\$10,400,900	\$23,283,500	\$0	\$ 12,882,600	0.01683	\$ 12,882,600	\$216,814.16	
3900	51,838	0078-00096	REDSTAB LLC	36 FRONT ST	\$533,000		Comm L / TIF	\$533,000	\$399,900	\$533,000	\$0	\$ 133,100	0.01683	\$ 133,100	\$2,240.07	
PROPERTIES ORIGINALLY UNDER TIF IN 2003											\$0					
3260	14,736	0043-00066	TOUREEN REALTY LLC	48 MAIN ST	\$ 1,049,300		Comm L&B/ TIF	\$1,049,300	\$447,200	\$1,049,300	\$0		0.01683	\$505,900	\$ 602,100	-
1021	51,299	0043-00103-201	MCDONOUGH, JOSEPH	52 MAIN ST 201	\$429,900		Res B/ TIF	\$429,900	\$0	\$429,900	\$0	\$ 429,900	0.01683	\$ 429,900	\$7,235.22	
1021	51,300	0043-00103-202	FILPEK, MARK D	52 MAIN ST 202	\$414,400		Res B/ TIF	\$414,400	\$0	\$414,400	\$0	\$ 414,400	0.01683	\$ 414,400	\$6,974.35	
1021	51,301	0043-00103-203	TOM, STEVENSON & / LEE, GRACE	52 MAIN ST 203	\$412,500		Res B/ TIF	\$412,500	\$0	\$412,500	\$0	\$ 412,500	0.01683	\$ 412,500	\$6,942.38	
1021	51,302	0043-00103-204	ADLER, GERALD D	52 MAIN ST 204	\$421,500		Res B/ TIF	\$421,500	\$0	\$421,500	\$0	\$ 421,500	0.01683	\$ 421,500	\$7,093.85	
1021	51,303	0043-00103-205	COOK, JOHN F	52 MAIN ST 205	\$412,500		Res B/ TIF	\$412,500	\$0	\$412,500	\$0	\$ 412,500	0.01683	\$ 412,500	\$6,942.38	
1021	51,304	0043-00103-206	DROUART, ERIC & / DROUART, ANTOINETTE	52 MAIN ST 206	\$427,000		Res B/ TIF	\$427,000	\$0	\$427,000	\$0	\$ 427,000	0.01683	\$ 427,000	\$7,186.41	
1021	51,305	0043-00103-301	RUBICO, ANTHONY J JR	52 MAIN ST 301	\$418,100		Res B/ TIF	\$418,100	\$0	\$418,100	\$0	\$ 418,100	0.01683	\$ 418,100	\$7,036.62	
1021	51,306	0043-00103-302	WARDE, J SCOTT & / WARDE, SANDRA	52 MAIN ST 302	\$415,000		Res B/ TIF	\$415,000	\$0	\$415,000	\$0	\$ 415,000	0.01683	\$ 415,000	\$6,984.45	
1021	51,307	0043-00103-303	MCCARTHY, DOREEN	52 MAIN ST 303	\$418,500		Res B/ TIF	\$418,500	\$0	\$418,500	\$0	\$ 418,500	0.01683	\$ 418,500	\$7,043.36	
1021	51,308	0043-00103-304	ROMASZKIEWICZ, MICHAEL	52 MAIN ST 304	\$414,400		Res B/ TIF	\$414,400	\$0	\$414,400	\$0	\$ 414,400	0.01683	\$ 414,400	\$6,974.35	
1021	51,309	0043-00103-305	LOPEZ-BONAGLIA, ANDRES H	52 MAIN ST 305	\$415,000		Res B/ TIF	\$415,000	\$0	\$415,000	\$0	\$ 415,000	0.01683	\$ 415,000	\$6,984.45	
1021	51,310	0043-00103-306	CABANEL, EILEEN	52 MAIN ST 306	\$427,000		Res B/ TIF	\$427,000	\$0	\$427,000	\$0	\$ 427,000	0.01683	\$ 427,000	\$7,186.41	
1021	51,311	0043-00103-LPH401	PEARSON, TERRENCE	52 MAIN ST 307	\$429,900		Res B/ TIF	\$429,900	\$0	\$429,900	\$0	\$ 429,900	0.01683	\$ 429,900	\$7,235.22	
1021	51,312	0043-00103-402	ZEMAN, BRIAN	52 MAIN ST 402	\$422,100		Res B/ TIF	\$422,100	\$0	\$422,100	\$0	\$ 422,100	0.01683	\$ 422,100	\$7,103.94	
1021	51,313	0043-00103-403	BOULTON, BRYAN C	52 MAIN ST 403	\$414,400		Res B/ TIF	\$414,400	\$0	\$414,400	\$0	\$ 414,400	0.01683	\$ 414,400	\$6,974.35	
1021	51,314	0043-00103-404	RAFFERTY, SARAH S & / RAFFERTY, JAMES J	52 MAIN ST 404	\$414,400		Res B/ TIF	\$414,400	\$0	\$414,400	\$0	\$ 414,400	0.01683	\$ 414,400	\$6,974.35	
1021	51,315	0043-00103-405	CONNELLY, MICHAEL & / CONNELLY, MARGARET	52 MAIN ST 405	\$414,400		Res B/ TIF	\$414,400	\$0	\$414,400	\$0	\$ 414,400	0.01683	\$ 414,400	\$6,974.35	
1021	51,316	0043-00103-LPH406	DANIELSON, HARVARD	52 MAIN ST 406	\$434,400		Res B/ TIF	\$434,400	\$0	\$434,400	\$0	\$ 434,400	0.01683	\$ 434,400	\$7,310.95	
1021	51,317	0043-00103-PH501	CURELOP, ELLEN J REV TRUST / CURELOP, ELLEN J TRUSTEE	52 MAIN ST PH501	\$407,200		Res B/ TIF	\$407,200	\$0	\$407,200	\$0	\$ 407,200	0.01683	\$ 407,200	\$6,853.18	
1021	51,318	0043-00103-502	CURELOP, ELLEN J REV TRUST / CURELOP, ELLEN J TRUSTEE	52 MAIN ST 502	\$377,600		Res B/ TIF	\$377,600	\$0	\$377,600	\$0	\$ 377,600	0.01683	\$ 377,600	\$6,355.01	
1021	51,319	0043-00103-503	ROY, MARIANNE H	52 MAIN ST 503	\$415,000		Res B/ TIF	\$415,000	\$0	\$415,000	\$0	\$ 415,000	0.01683	\$ 415,000	\$6,984.45	
1021	51,320	0043-00103-PH504	BATES, JOHN & / BATES, JILLIAN MARIE	52 MAIN ST PH504	\$419,300		Res B/ TIF	\$419,300	\$0	\$419,300	\$0	\$ 419,300	0.01683	\$ 419,300	\$7,056.82	
								\$161,910,500	\$52,154,100	\$145,489,000		\$92,829,000		\$505,900	\$80,477,600	\$1,562,292.78
								Original Value				Retained		Unretained		
Retained Vale + Unretained Value + Original Value = Taxable Value																

Appendix C

Nashua Downtown Riverfront Development Plan
March/2018

NASHUA DOWNTOWN RIVERFRONT DEVELOPMENT PLAN

FINAL REPORT

City of Nashua, New Hampshire
Mayor Jim Donchess
Community Development Division



Prepared by Halvorson Design
August 2017

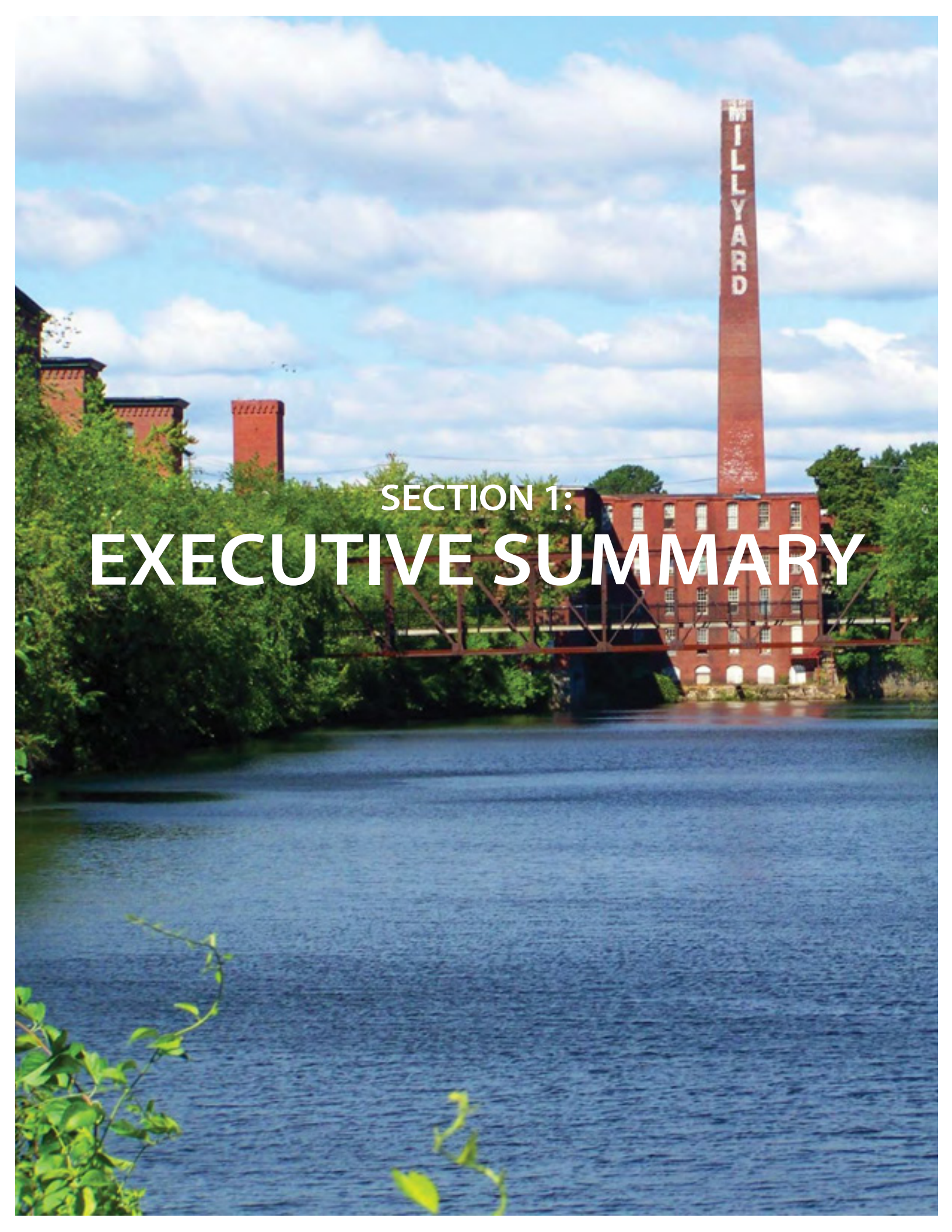




The background image shows a park scene with a large, multi-tiered fountain in the foreground. The fountain has several jets of water spraying upwards and outwards. In the background, there is a large, multi-story brick building with many windows. Some trees are visible behind the building. The sky is overcast.

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SECTION 1: EXECUTIVE SUMMARY

EXECUTIVE SUMMARY

In 2016 Mayor Jim Donchess tasked city staff to begin a conversation around how the City could enhance the quality of life for the community and maximize economic and environmental value of the downtown riverfront area.

A Downtown Riverfront Master Plan project was initiated to capture the community's vision for the downtown waterfront on the Nashua River. The resulting plan is based on public conversations both in person and online, and incorporates an understanding of environmental constraints, existing conditions, and a desire to preserve the uniquely rich Nashua history of the Millyard with the community's desire for improved and expanded connectivity, riverfront amenities, green space and appropriate redevelopment within the Downtown.

To realize the broadest public participation possible in the short time frame, from April through June 2017, city staff utilized a two-prong approach to public engagement. The first included the in-person meetings at City Hall, with individual property owners, stakeholder groups, and public community forums to gather input across the community spectrum. The second approach simultaneously pushed the project online and created an easy to use interactive project website, playing off of social media and the City's active online community. Public engagement started by asking three basic questions about the downtown riverfront: What's great about it now? What's missing? What could be better? Through an iterative engagement and design process, with the City's design and environmental consultants, the community's ideas, concerns and feedback were turned into the plan before you today.

The Downtown Riverfront Master Plan provides a comprehensive framework to re-imagine how our community and the river can interact in the heart of downtown. The scope of the project is a 1.8 mile section of the Nashua River from Mine Falls Park upstream, through the Millyard, and Downtown, ending at the Bridge Street bridge. Within this stretch of river the plan breaks the riverfront down into four sections from west to east; the Millyard, Greeley House & Cotton Mill, Jackson Falls, and Amory & Bridge. Through the iterative three month process, the community created a new vision of our Downtown waterfront in each of the four quadrants which provided city staff with direction to take a deeper dive into re-imagining four focus areas along the riverfront.

The plan's broad recommendations include connected walkways, landscaping, enhanced access to the waterfront and the River itself, wayfinding amenities, historical and natural resource protection, lighting, alternative parking solutions with potential for new construction, and ensuring future maintenance of improvements. This plan represents a vision for dramatically improving the way our Downtown riverfront looks and feels, to become a true asset for the community and a destination for the region.

ACKNOWLEDGEMENTS

The Downtown Riverfront Master Plan is the product of the community's vision for a vibrant, connected, accessible, natural and cultural resource in the heart of Nashua's downtown. This plan would not have been possible without the support and guidance of Mayor Jim Donchess and Chief of Staff Kimberly Kleiner. The Mayor has championed downtown and the potential of its riverfront gem at every opportunity.

In addition, there are many key players who lent their time, energy and enthusiasm to this project including Paul Shea, Gene Porter and the many abutting land and business owners; Millyard Technology Park, Brady Sullivan, Finlay Co, BAE Systems, the Millyard Association, Grace Fellowship Church, Nashua Library, Triangle Credit Union, Mike Cerato, John Stabile, Caro Properties, Clocktower management team, Riverside BBQ and the Nashua River Watershed Association.

City of Nashua

Honorable Jim Donchess, *Mayor*
Kim Kleiner, *Chief of Staff*

Community Development Division

Sarah Marchant, AICP, *Community Development Division Director*
Madeleine Mineau, PhD, *Waterways Manager*
Roger Houston, *Planning Department Manager*
Scott McPhie, *Planner I*

Economic Development Division

Tim Cummings, *Economic Development Director*
James Vayo, *Downtown Specialist*

Board of Aldermen

Brian McCarthy, *President*
Lori Wilshire, *Vice President*
June Caron
Benjamin Clemons

Mark Cookson
David Deane
Richard Dowd
Don LeBrun
Thomas Lopez
Sean McGuinness
Mary Ann Melizzi-Golja
Daniel Moriarty
Michael O'Brian
David Schoneman
Ken Siegel

Planning Board

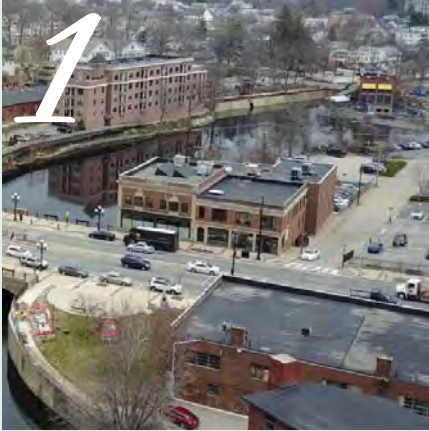
Adam Varley, *Chair*
Scott LeClair, *Vice Chair*
Steve Dookran
Kristen Fitzpatrick
Thomas Ireland
Daniel Kelly

Suneela Mistry
Michael Pedersen
Megan Prieto Giokas
Gerry Reppucci
David Robbins
Edward Webber
Steven Zedeck

Consultant Team

Lead Design: Halvorson Design
Environmental Engineers: Horsley Whitten Group
Aerial Flyover Footage: DeRosa Environmental
Web Platform: coUrbanize

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



CONNECTIVITY

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



ENVIRONMENTAL STEWARDSHIP

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



ACCESS TO THE RIVER

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



RECREATION & GREEN SPACE

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



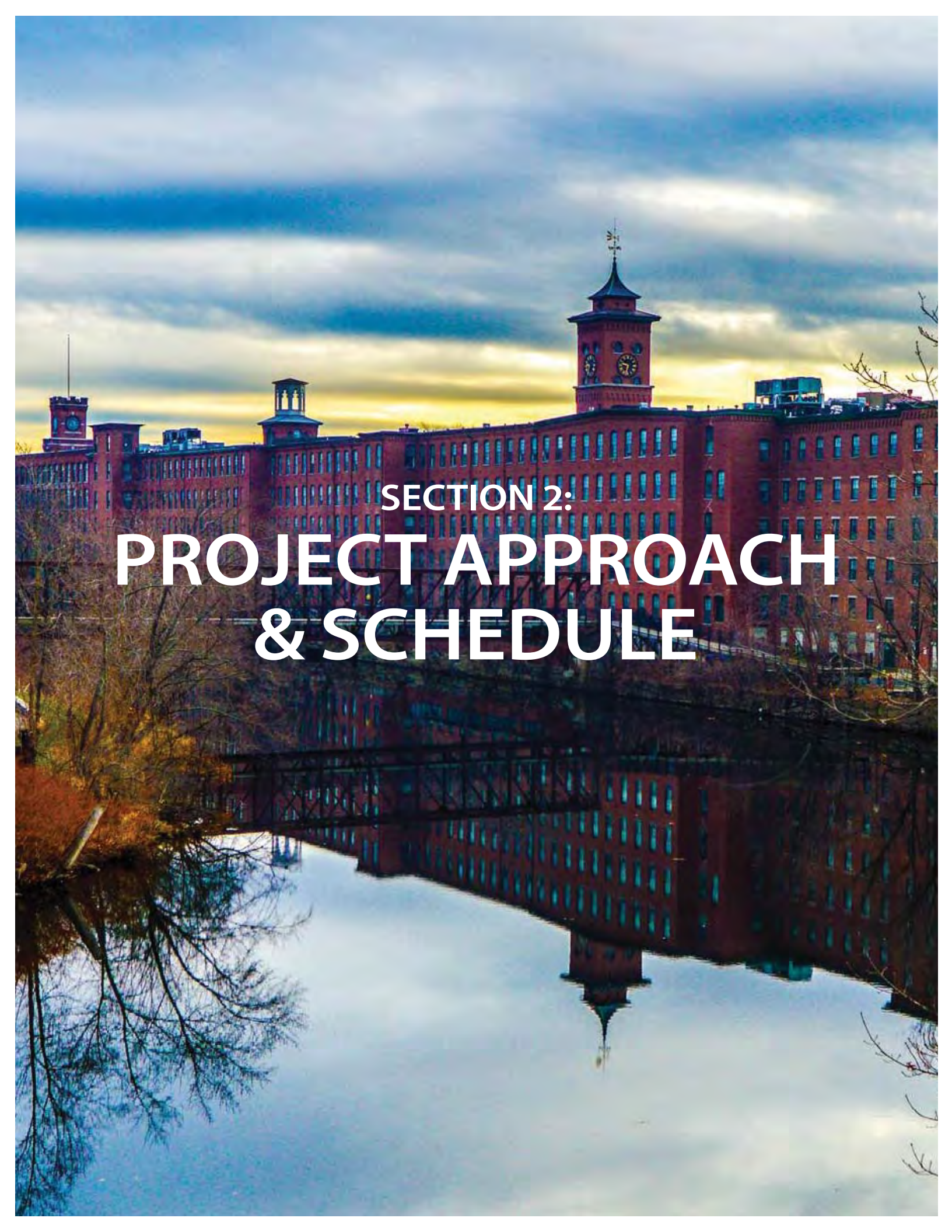
FLOOD RESILIENCY

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



ECONOMIC DEVELOPMENT

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

The background image is a photograph of a large, historic red brick building, likely a university or institutional structure, featuring a prominent clock tower with a weather vane. The building is situated behind a body of water, which perfectly reflects the architecture and the sky above. The sky is filled with heavy, layered clouds, with a warm, golden light breaking through near the horizon, suggesting a sunrise or sunset. Bare tree branches are visible in the foreground, framing the scene. The overall mood is serene yet dramatic.

SECTION 2: PROJECT APPROACH & SCHEDULE

PROJECT APPROACH

PHASE I: INITIAL VISUALIZATION

PART A: GATHER INFORMATION

1. Meeting & Site Visit

The riverfront planning exercise began with an introductory meeting between city staff and Halvorson Design, the consultant team selected by the City of Nashua to execute the Riverfront Plan design, documentation, and final report. Deliverables of this meeting included:

- *Project Direction Overview*
- *Review of Programmatic Aspirations*
- *Review of Opportunities and Constraints*
- *Review of Adjacencies*
- *Review of Key Stakeholders*
- *Review of Approach to Public Engagement*

Following the meeting, the consultant team walked the site area to better define the scope of work and collect field conditions. This included an extensive effort to collect project area maps, records, and other points of data.

2. Resources and Strategy

The next segment of the initial visualization focused on a review of available City resources, anticipated project schedule, collateral graphics for meetings and future deliverables.

The “Resources and Strategy” meeting included:

- *Review of Nashua Downtown Master Plan and other relevant documents*
- *Analysis of Nashua GIS Data Layers*
- *Discuss Public Engagement Process and Aspirations*
- *Discuss Collateral Graphics for the Public Participation Process and Conceptual Plan*
- *Discuss final Deliverable Products*

PART B: DEVELOP THE VISION

1. General:

Quadrants: Given the linear and elongated nature of the riverfront, we subdivided the project area into four identifiable segments by geographic areas referred to as “Quadrants.” The Quadrants are the organizing structure for both site analysis and site improvement recommendations associated with the Master Plan.

Focus Areas: Based on input from the City and the public engagement process, five “Focus Areas” were selected which were deemed to have the greatest potential for transformational impact to downtown Nashua and improve access and invitation to the riverfront. For these areas, more detailed studies and illustrative perspectives have been prepared to convey the potential of these sites.

2. Create Existing Conditions Plans & Develop Conceptual Design Diagrams

Using both GIS data from the City of Nashua as well as online resources, the design team prepared site plans for base mapping. These plans convey site context, variable site conditions, adjacencies, connections and infrastructure and serve as a base for Existing Conditions, Site Analysis, Opportunities and Constraints and Conceptual Design Diagrams. Deliverables for this phase included:

- *Develop conceptual design base map*
- *Develop overall site plan and individual enlargement plans detailing conceptual design for each quadrant of the river corridor*

3. Document Existing Conditions of River's Edge & Urban Context

Utilizing both drone technology and a handheld camera, photo documentation of the overall project area was completed. The drone flyover gives a unique, holistic contextual perspective of the river and its relationship to downtown Nashua, and standard eye level photos supplement specific areas of the birds eye view.

4. Develop Site Analysis

Prepare site plans and diagrams to support an understanding of the Existing Conditions, Infrastructure and Site Opportunities and Constraints. Deliverables included:

- Prepare existing conditions plans and diagrams at the river's edge along length of corridor
- Prepare opportunities and constraints plans and diagrams
- Prepare general 'high level' assessment of site infrastructure including, sewer, lighting, electrical supply and other utilities.
- Prepare general 'high level' assessment of site environmental conditions of river's edge, floodplain, wetlands, and opportunities for site enhancements to improve resiliency and address stormwater management.

PART C: VISUALIZE INITIAL IDEAS

Through input from the initial kickoff meeting and site analysis efforts, initial design plans, diagrams and enlargements of specific focus areas were prepared. Deliverables for initial design phase included:

- Prepare initial design plan for overall Nashua River corridor
- Prepare initial design plan diagrams for each of the four quadrants of the Nashua River corridor, identifying 'Priority Site Enhancement Projects'
- Compile precedent images conveying program, design intent and character to assist with public engagement and City review.
- Participate in Design Review meeting with City/Mayor to review concepts and receive feedback for further refinement in preparation for public engagement process

PHASE II: RIVERFRONT PLAN OUTREACH STRATEGY

The City of Nashua created a public outreach strategy including both a community input process, consisting of in person meetings and on-line interactions, as well as a media engagement process consisting of coUrbanize, a web-based public engagement platform and electronic newsletters.

For a detailed summary of the engagement process, meetings and public outreach, see **Section 9: Summary of Public Engagement Process**.

PHASE III: CONCEPTUAL PLAN

Prepare and document a concise, compelling and implementable vision for the Nashua downtown riverfront to serve as a framework for the City of Nashua over the next 10 to 20 years.

PART A: ANALYZE INPUT & INCORPORATE INTO VISION

Phase III began with a Conceptual Plan De-Brief Meeting with the City of Nashua to review and confirm takeaways from the Public Engagement phase, identify 'Priority Site Enhancement Projects', discuss preliminary budgets for overall priority projects and set the direction for the Conceptual Design Phase and final deliverables.

PART B & C: REFINE & FINALIZE CONCEPTUAL PLAN & COST ESTIMATE

Refine and finalize overall Conceptual Design Site Plan, Quadrant Diagrams and Focus Area Enlargements. Work closely with the City of Nashua to finalize 'ballpark' cost assessment and phased implementation plan and schedule for 'Priority Site Enhancement Projects'.

Deliverables for Phase III:

Annotated and Illustrative Graphics in electronic form including:

- *Video Fly Over of Nashua River Corridor*
- *Overall Conceptual Design Plan/Diagram of the Nashua River Corridor*
- *Four Conceptual Design Site Plan/Diagram Enlargements of the four quadrants of the Nashua River Corridor*
- *Precedent Images and support graphics to convey program, design intent and character*
- *Conceptual Design Refinements for "Priority Site Enhancement Projects" including "Before and After" graphics*
- *Ballpark budgets for four River Corridor Quadrants and four (4) "Priority Site Enhancement Projects"*
- *Phased Implementation plan and schedule*

Final Report including the above and:

- *Executive summary*
- *Documentation of Public Engagement Process Feedback and Outcomes*

PHASE I | Project Identity

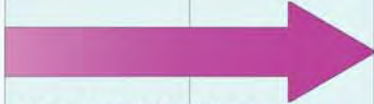
4 weeks [03/01/17 - 03/30/17]



DEFINE PROJECT, OPPORTUNITIES + CONSTRAINTS

PHASE II | Public Engagement

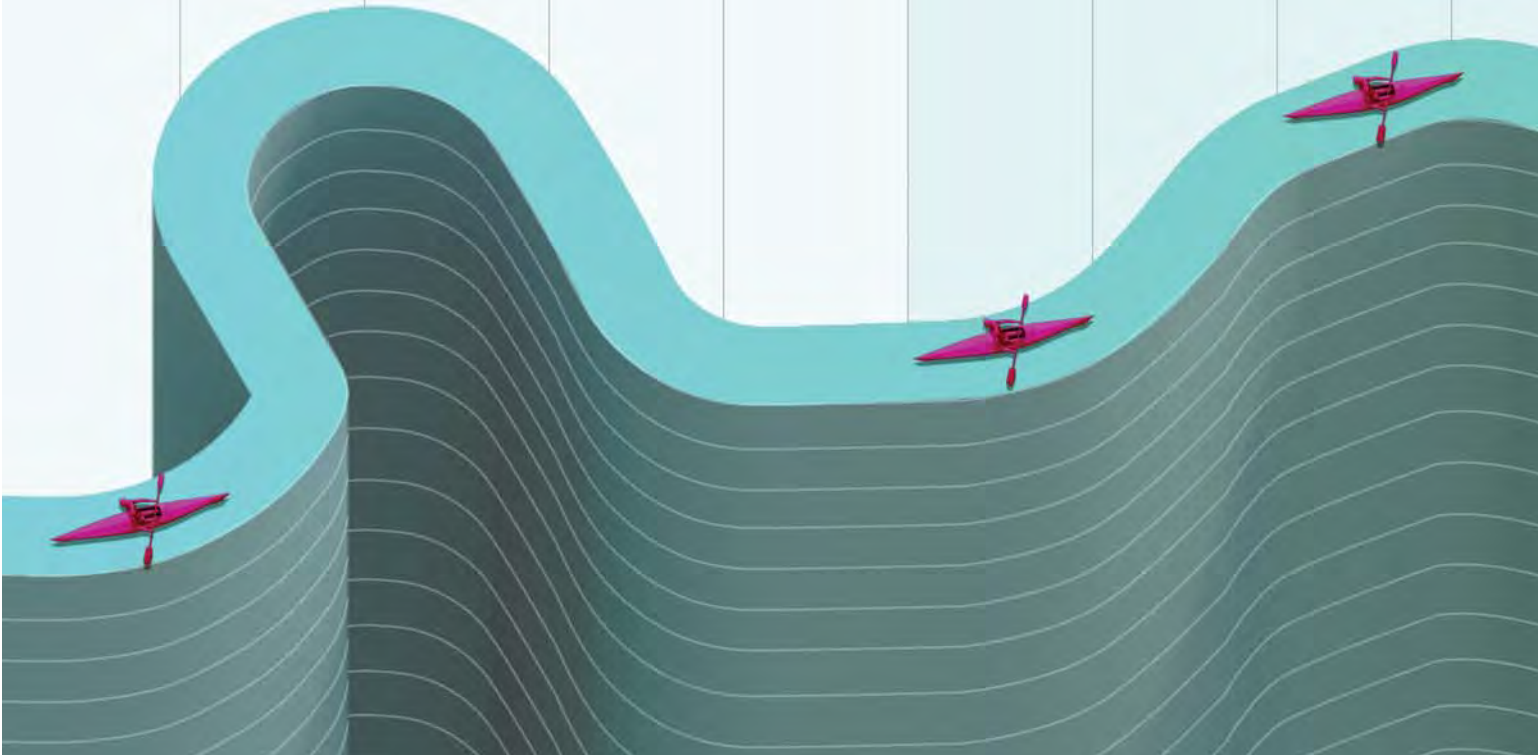
13 weeks [03/30/17 - 06/28/17]



**PROJECT LAUNCH
AND BEGIN PUBLIC
ENGAGEMENT**



**PRELIMINARY D
ON PUBLIC ENGA**



ement + Design

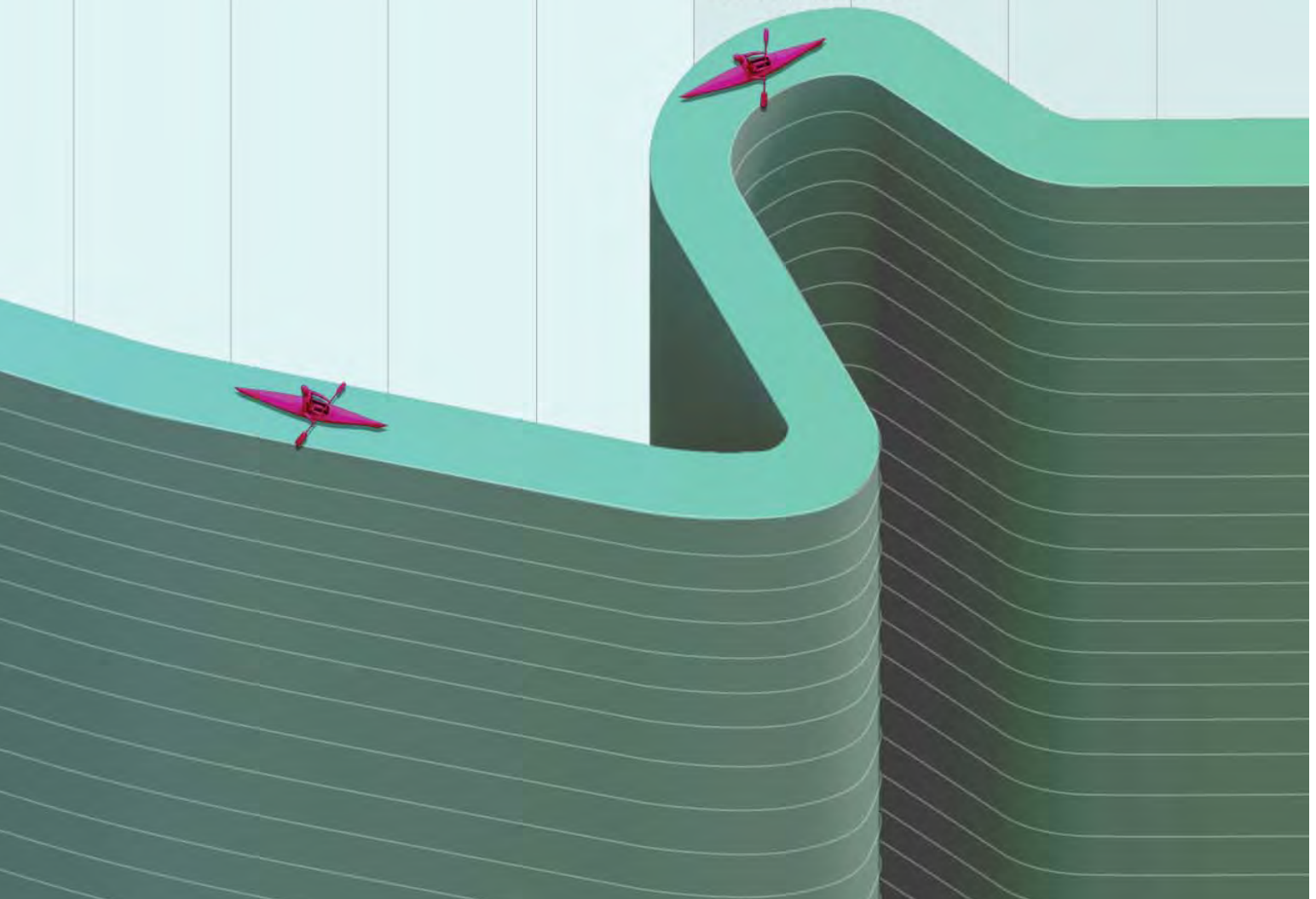
PHASE III | Finalize Plan

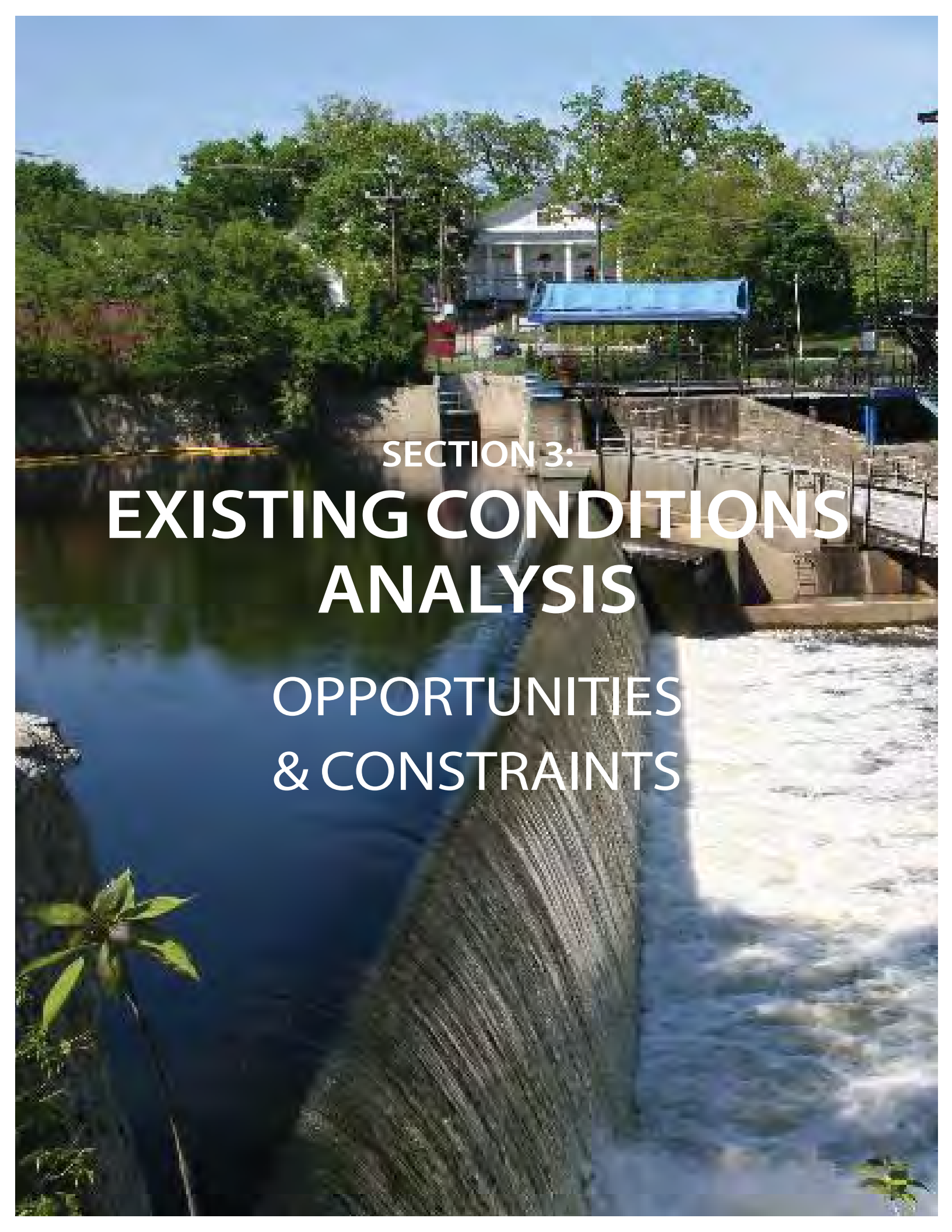
9 weeks [06/28/17 - 09/01/17]

DESIGN BASED
AGEMENT

DESIGN REFINEMENTS BASED
ON PUBLIC FEEDBACK

FINALIZE MASTER PLAN AND
CREATE REPORT





SECTION 3:

EXISTING CONDITIONS ANALYSIS

OPPORTUNITIES
& CONSTRAINTS

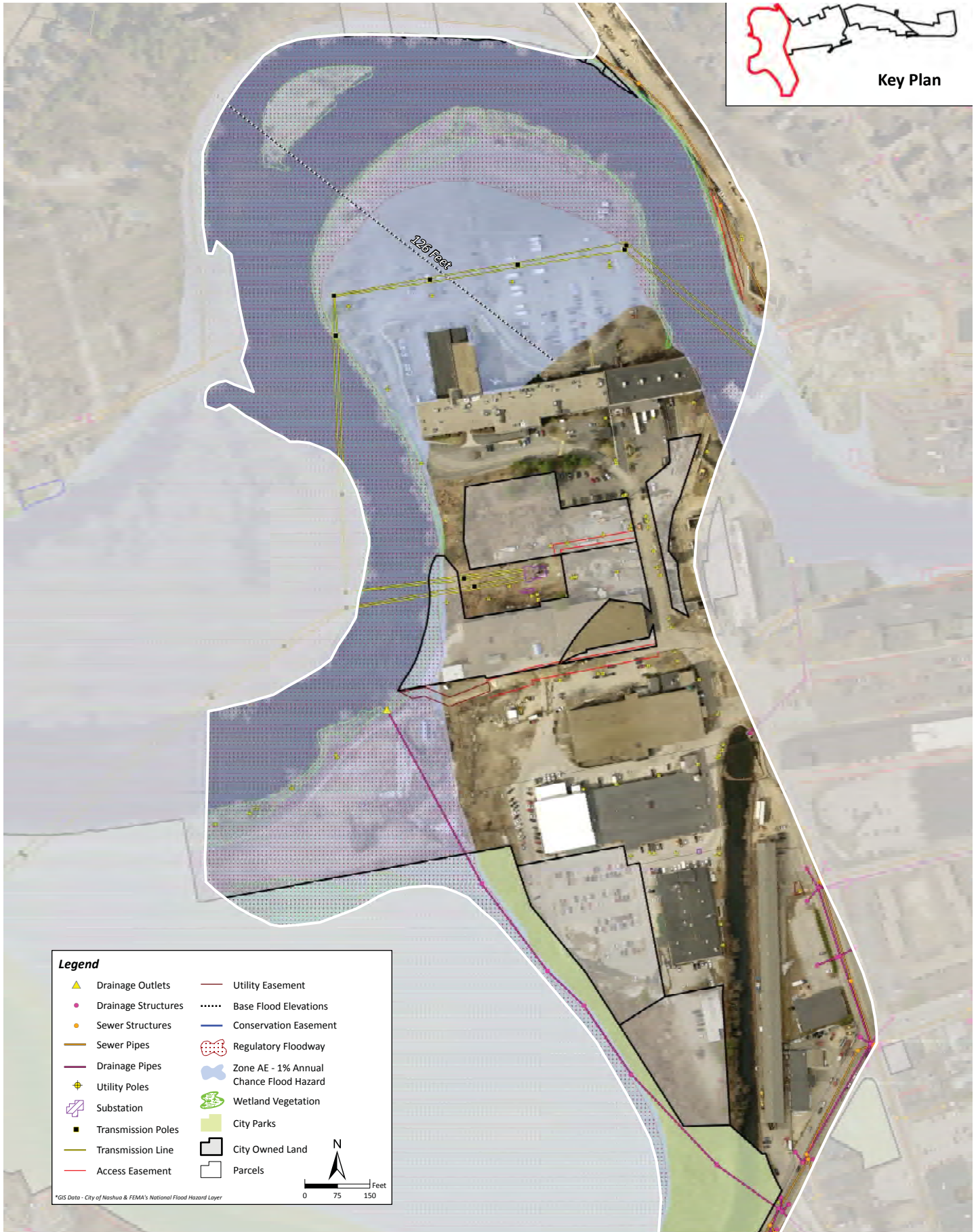




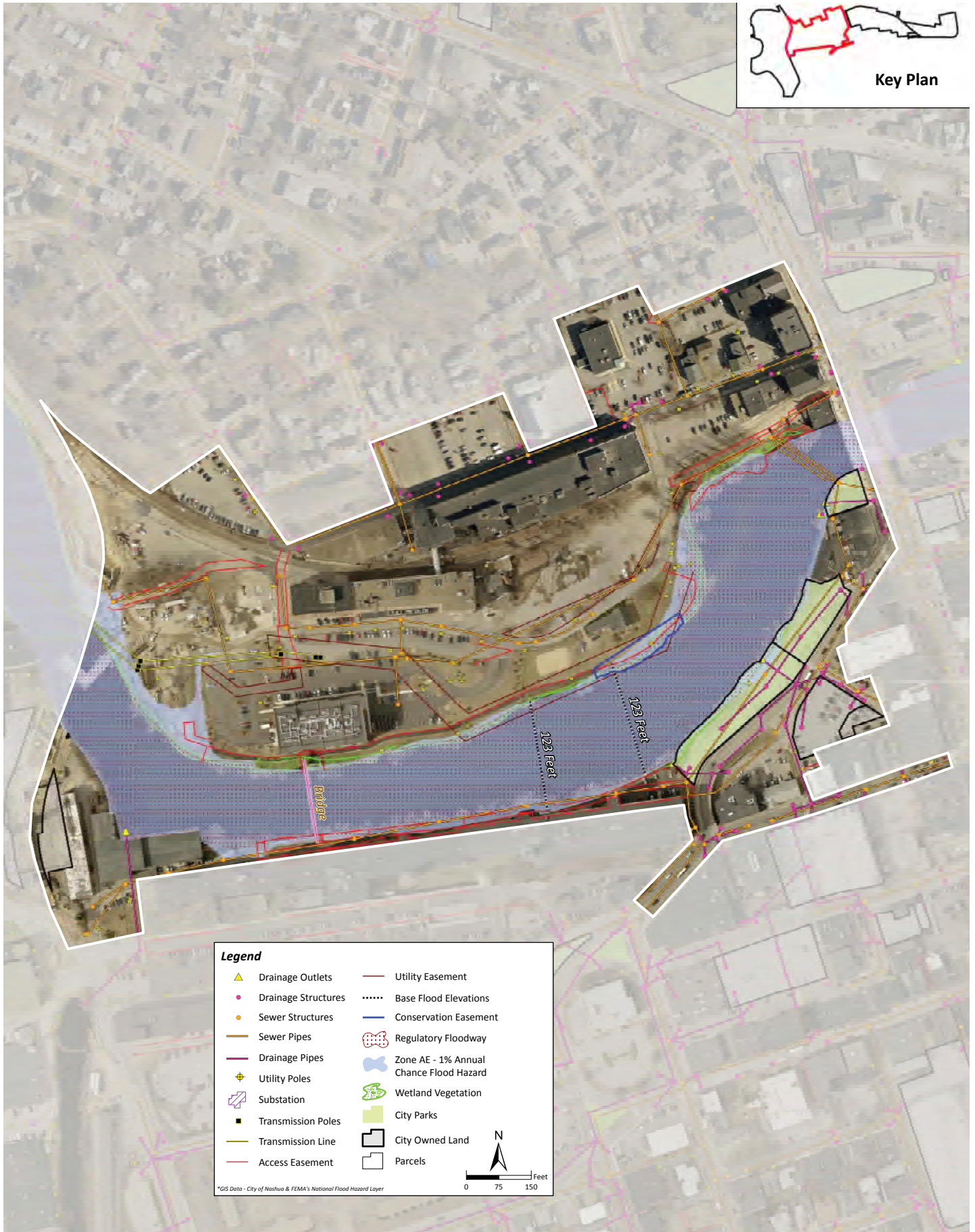


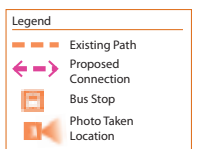
Legend

- Existing Path
- Proposed Connection
- Bus Stop
- Photo Taken Location













Legend

- Existing Path
- Proposed Connection
- Bus Stop
- Photo Taken Location



A scenic photograph of a pond with industrial buildings in the background. The foreground features dark tree branches with green leaves. The pond's surface reflects the sky and the buildings. In the background, there are several large, multi-story brick industrial buildings with numerous windows and chimneys. A white, two-story building with a gabled roof is visible in the middle ground. The sky is a clear, bright blue.

SECTION 4:
CONCEPTUAL PLAN
QUADRANTS

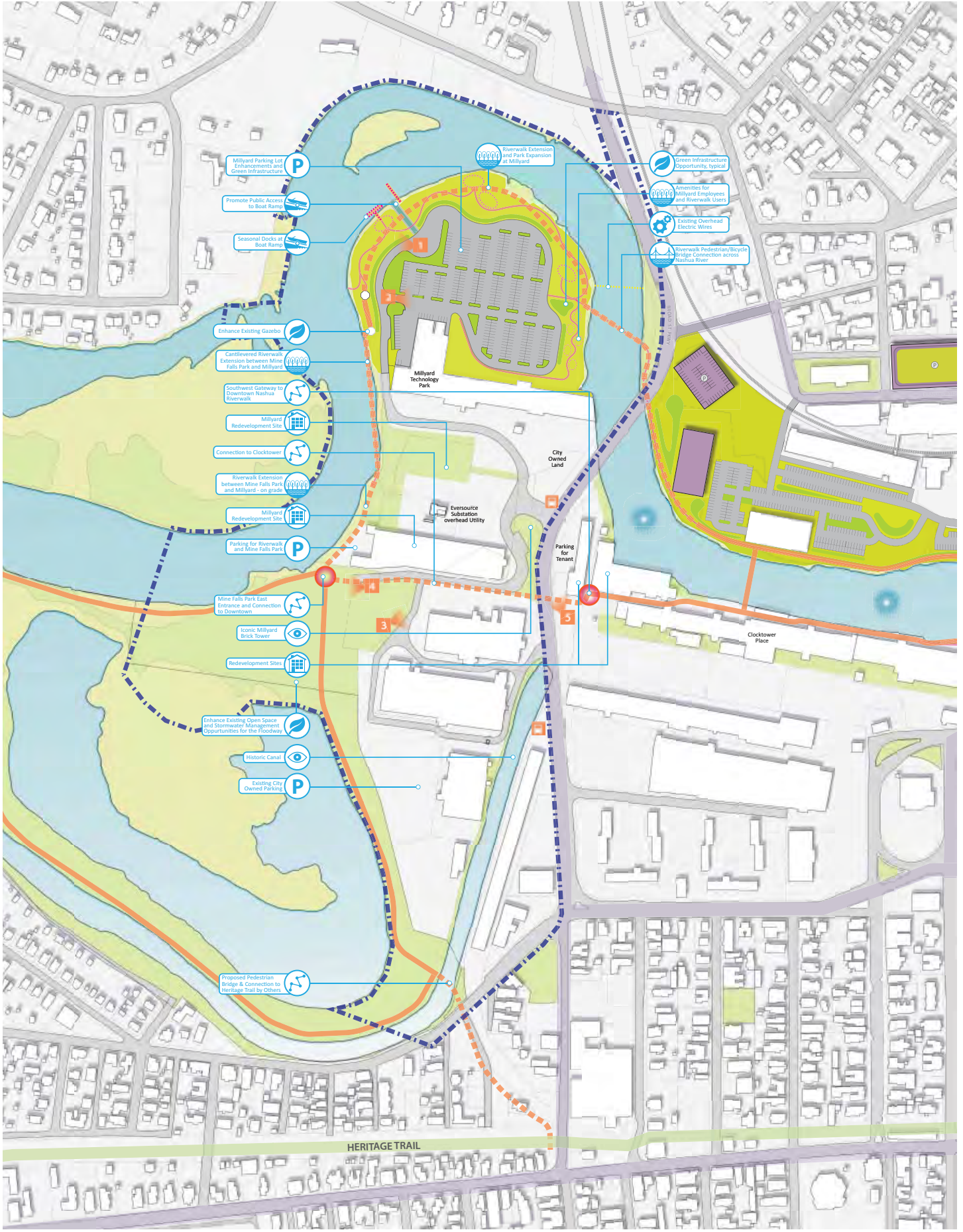


'BIG IDEA' PRIORITIES FOR NASHUA'S RIVERFRONT

- 1. Connectivity:** A continuous riverwalk that connects Downtown, surrounding neighborhoods, Broad Street Parkway and Mine Falls Park.
- 2. Environmental Stewardship:** Manage and maintain the vegetation along the riverfront, create green infrastructure for stormwater management, and manage riparian and aquatic invasive species.
- 3. Access to the River:** Create visual and physical opportunities to access to the River throughout the downtown riverfront area.



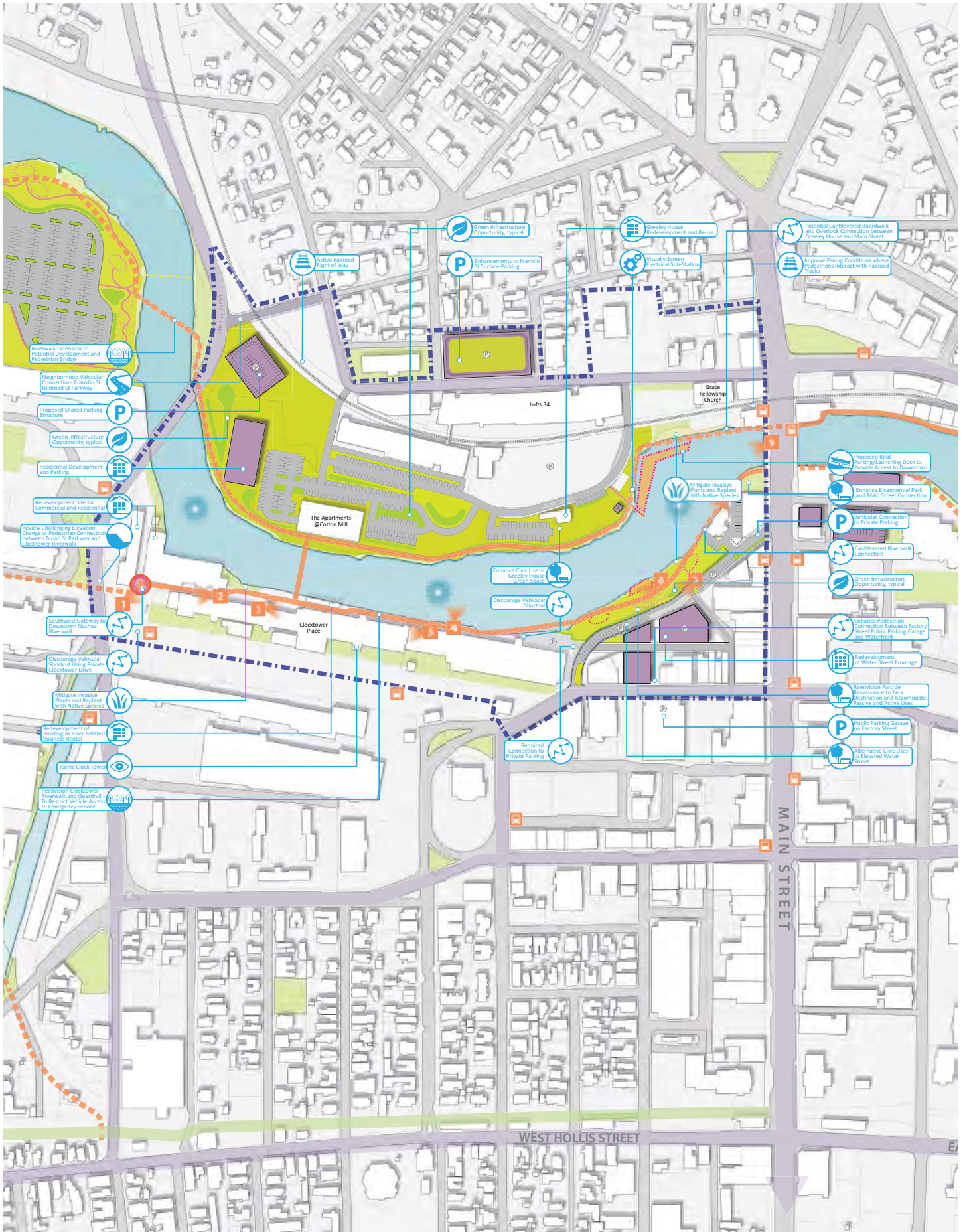
- 4. Recreation and Green Space:** Preserve existing and add new green space in the river corridor. Create opportunities for recreation and public gathering in, on, and around the river.
- 5. Flood resiliency:** Promote flood resiliency in future riverfront development and retrofit or relocate critical infrastructure to improve flood resiliency when possible.
- 6. Economic Development:** Capture value created by new development along the riverfront to make capital improvements.



QUADRANT 1 PRIORITIES

1. Create a continuous Nashua riverwalk between Main Street, Mine Falls Park and Nashua Heritage Rail Trail
2. Provide a Millyard gateway to Mine Falls Park with public parking.
3. Pursue river's edge enhancements that improve resiliency and increase the value and appearance of adjacent properties; through reduction of impervious surface and storm water improvements and amenities for the public and workers in the area.
4. Promote public access to boat ramp and adjacent parking at Millyard Technology Park.
5. Promote redevelopment within the Millyard that includes pedestrian connections to and across Broad Street Parkway.





QUADRANT 2 PRIORITIES

1. Create a continuous Nashua riverwalk on both sides of the river between Main Street.
2. Address invasive plants along the water's edge to open views and improve access to the river.
3. Consider redesign of Water Street and Parc de Notre Renaissance Francaise to create a civic destination, clarify circulation and parking and enhance development opportunities.
4. Promote physical access via boardwalk to the river between the Greeley House and Main Street.
5. Provide connections between the Franklin Street neighborhood and Broad Street Parkway.
6. Promote access and use of the river by re-purposing existing riverfront structure to provide seasonal rental of personal watercraft and provide seasonal docks to invite upriver boating to downtown.
7. Enhance water features with new lighting including lighting of the Cotton Mill Transfer Bridge.

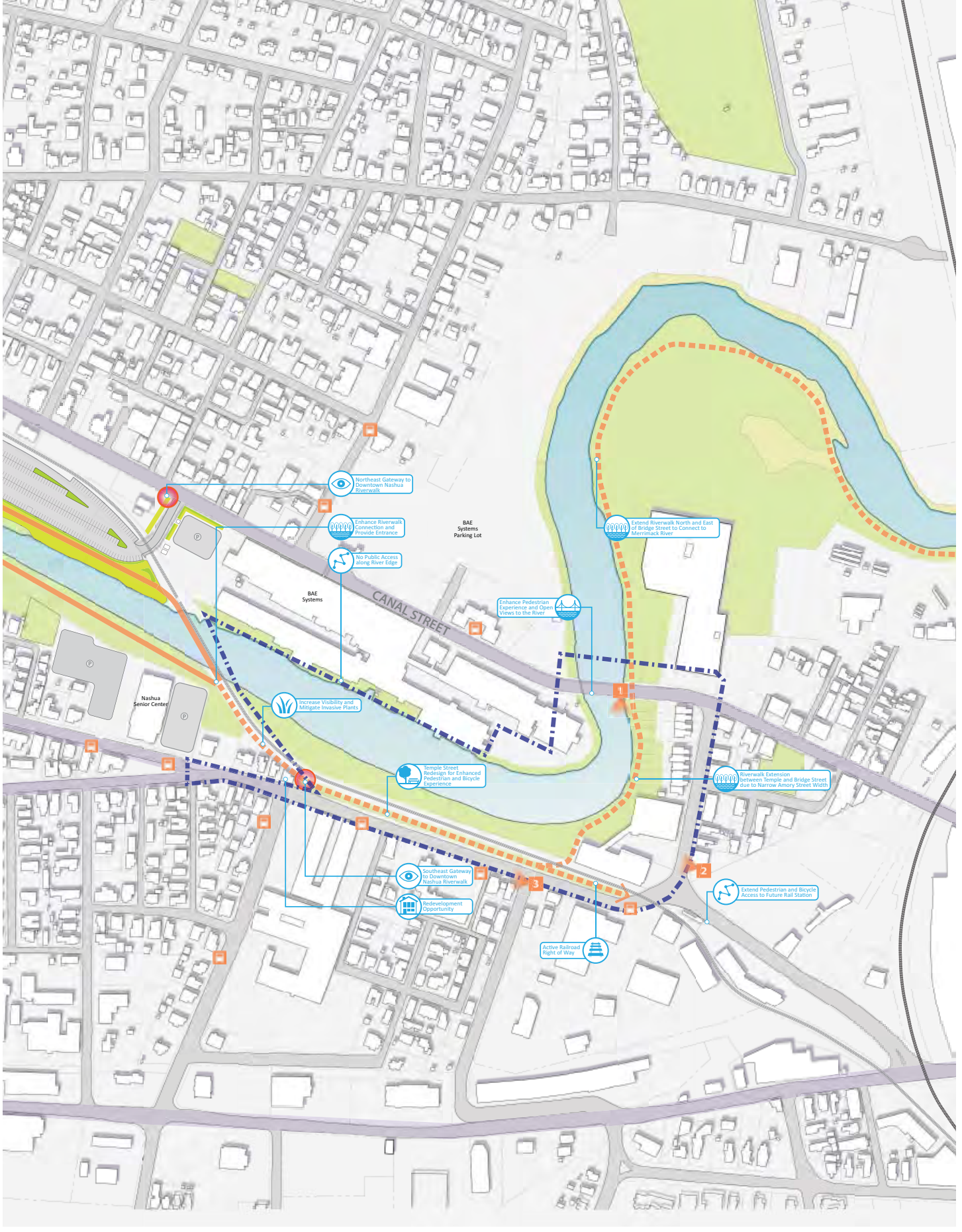




QUADRANT 3 PRIORITIES

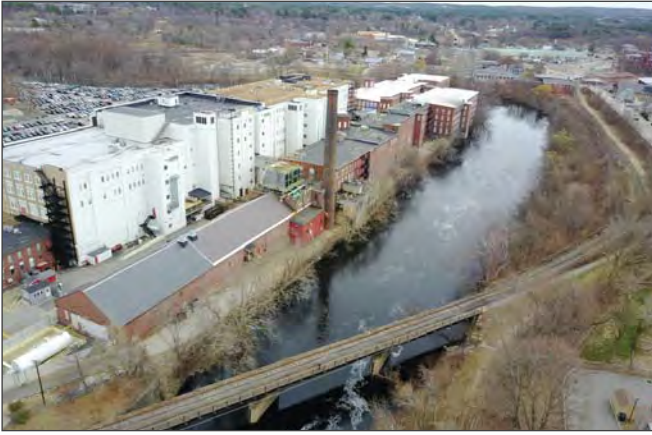
1. Provide clear pedestrian riverwalk, separate from vehicles with urban design enhancements at entry and egress points of BAE parking lot.
2. Enhance visibility and safety of Library trails to Temple Street.
3. Enhance pedestrian bridge at railroad trestle or create new pedestrian bridge to provide safe, compliant crossing of the river between BAE and Spruce Street.
4. Create continuous Nashua riverwalk between Main Street and Temple / Amory Street.
5. Consider opportunities for mixed use development and riverwalk enhancements between Main Street and the Public Library.





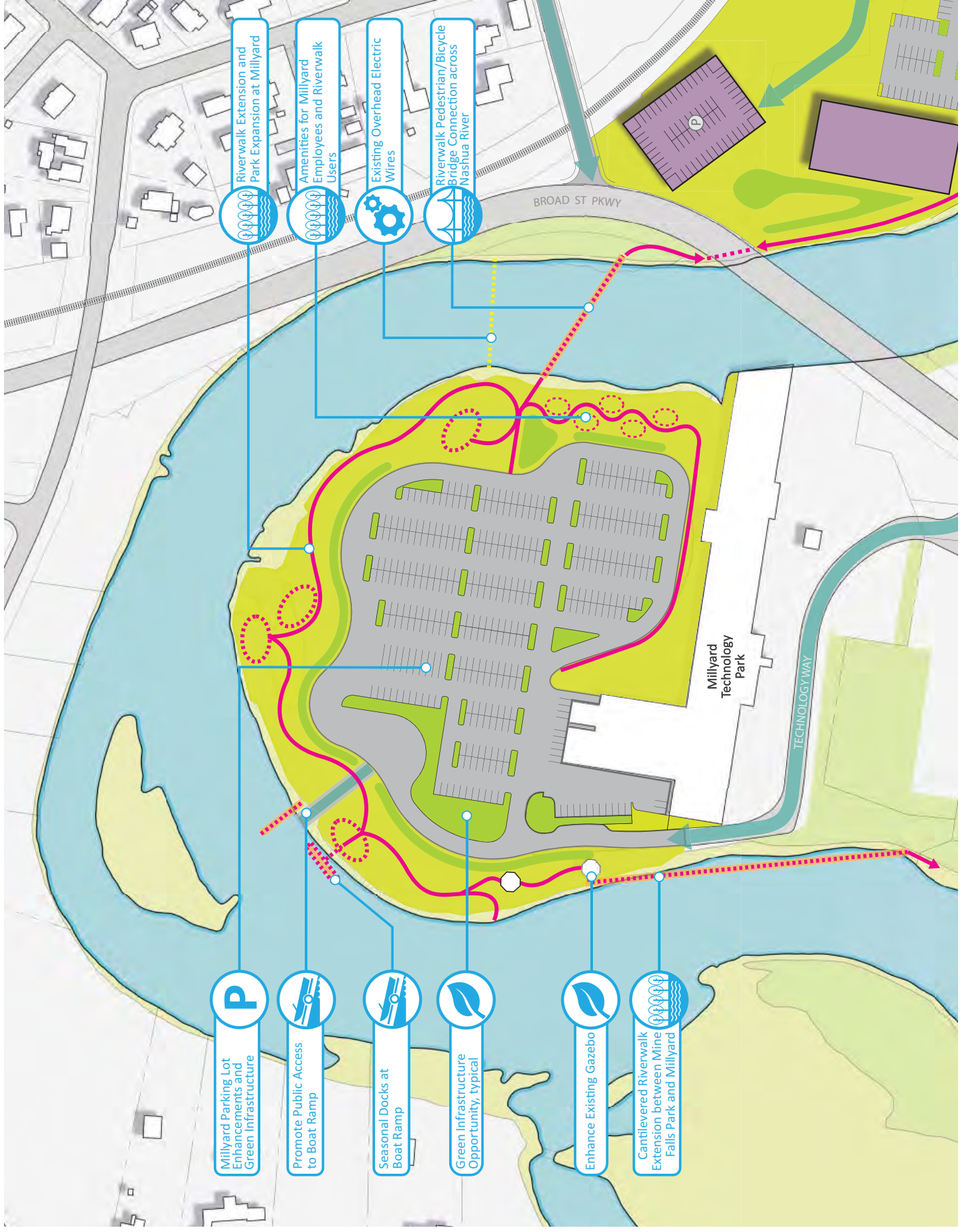
QUADRANT 4 PRIORITIES

1. Create continuous Nashua riverwalk between Library trails / railroad bridge crossing and future rail station at 25 Crown Street.
2. Provide identifiable gateway to Nashua riverwalk from Temple and Spruce Streets.
3. Implement a 'road diet' and complete streets measures on river side of Temple Street to provide improved pedestrian / bicycle accommodations along Temple Street to Amory Street and future rail station.
4. Provide riverwalk between Temple and Bridge Street, crossing railroad tracks along rivers edge at Amory Street.
5. Reconstruct Bridge Street bridge with transparent guardrails to allow for views to and from the bridge.



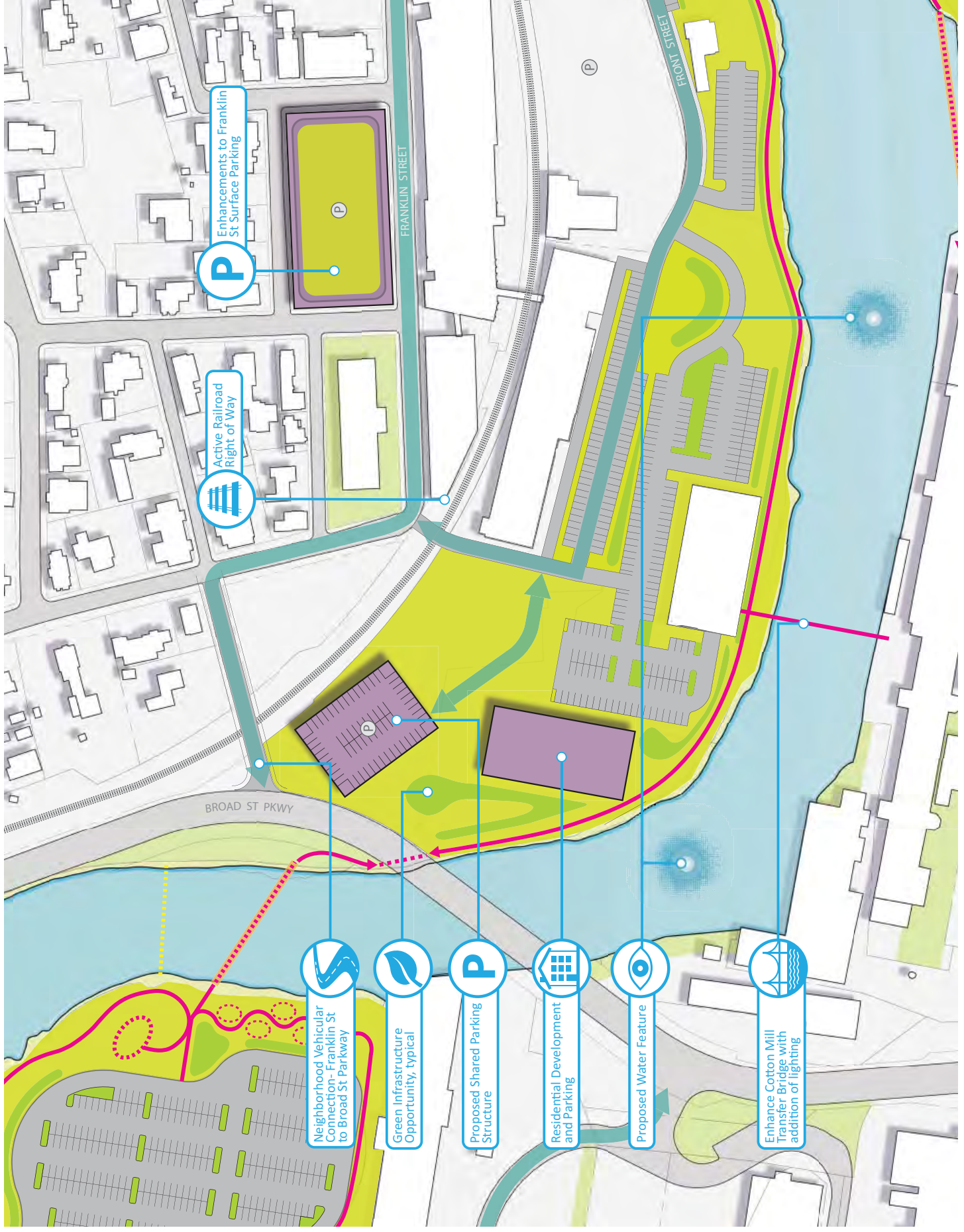
A photograph of a wooden boardwalk with green railings leading down towards a river. The boardwalk is made of brown wooden planks and has green railings with white handrails. The path is surrounded by lush green trees and foliage. In the background, a river flows through a rocky area, surrounded by more trees. The text "SECTION 5: CONCEPTUAL PLAN" and "FOCUS AREAS" is overlaid on the image.

SECTION 5:
CONCEPTUAL PLAN
FOCUS AREAS



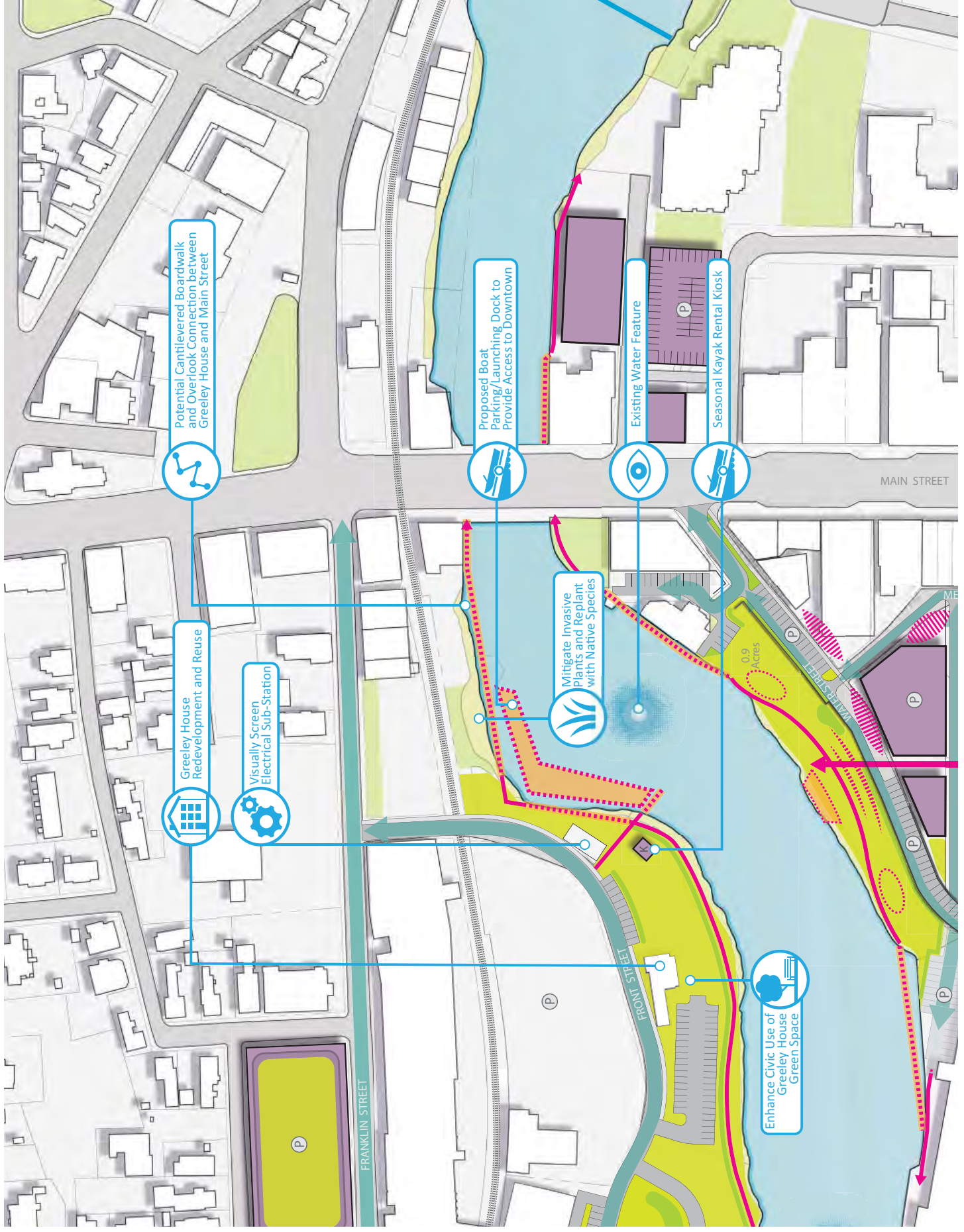


Aerial of Existing Conditions at Millyard Focus Area



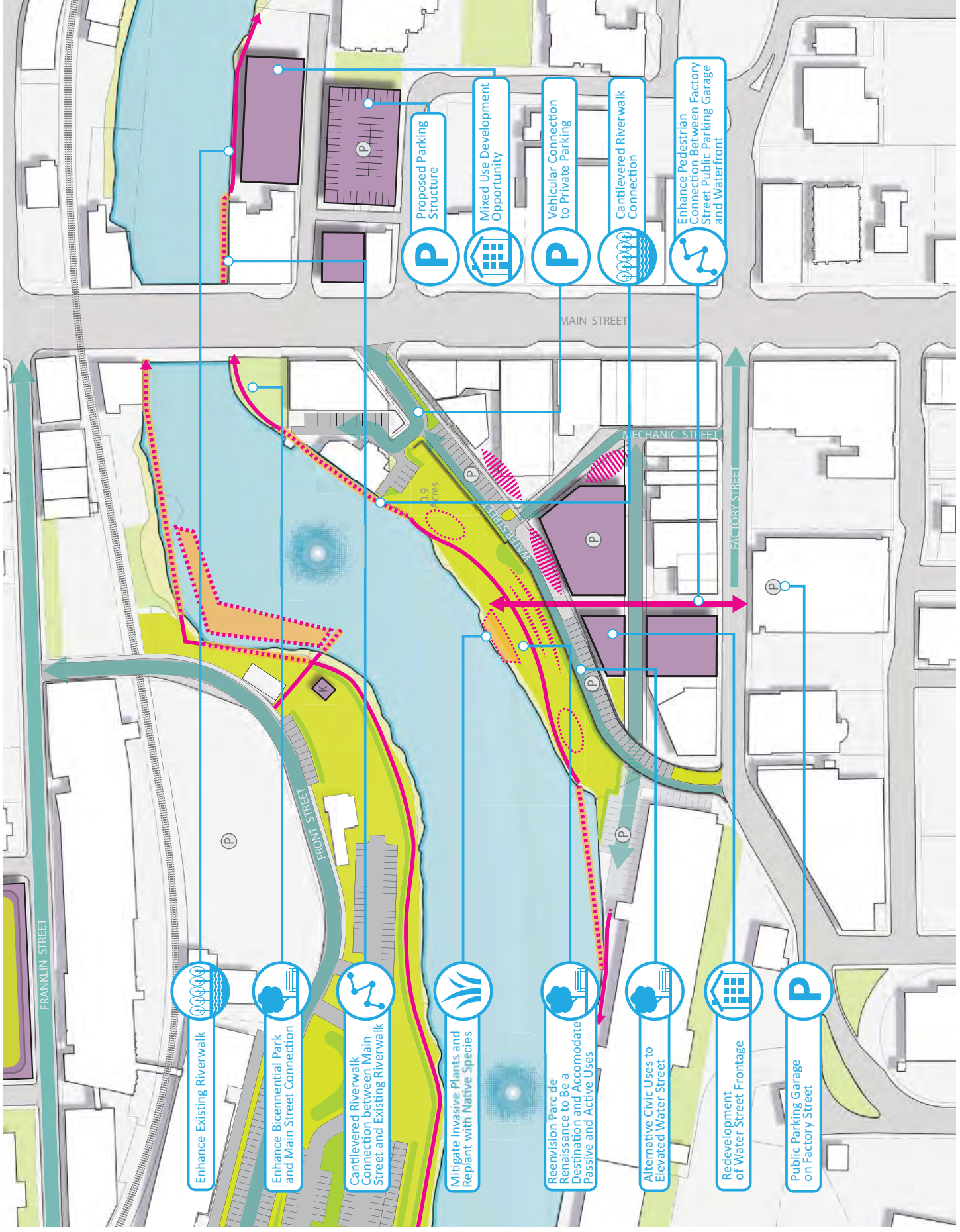


Aerial of Existing Conditions at Greeley & Cotton - West Focus Area



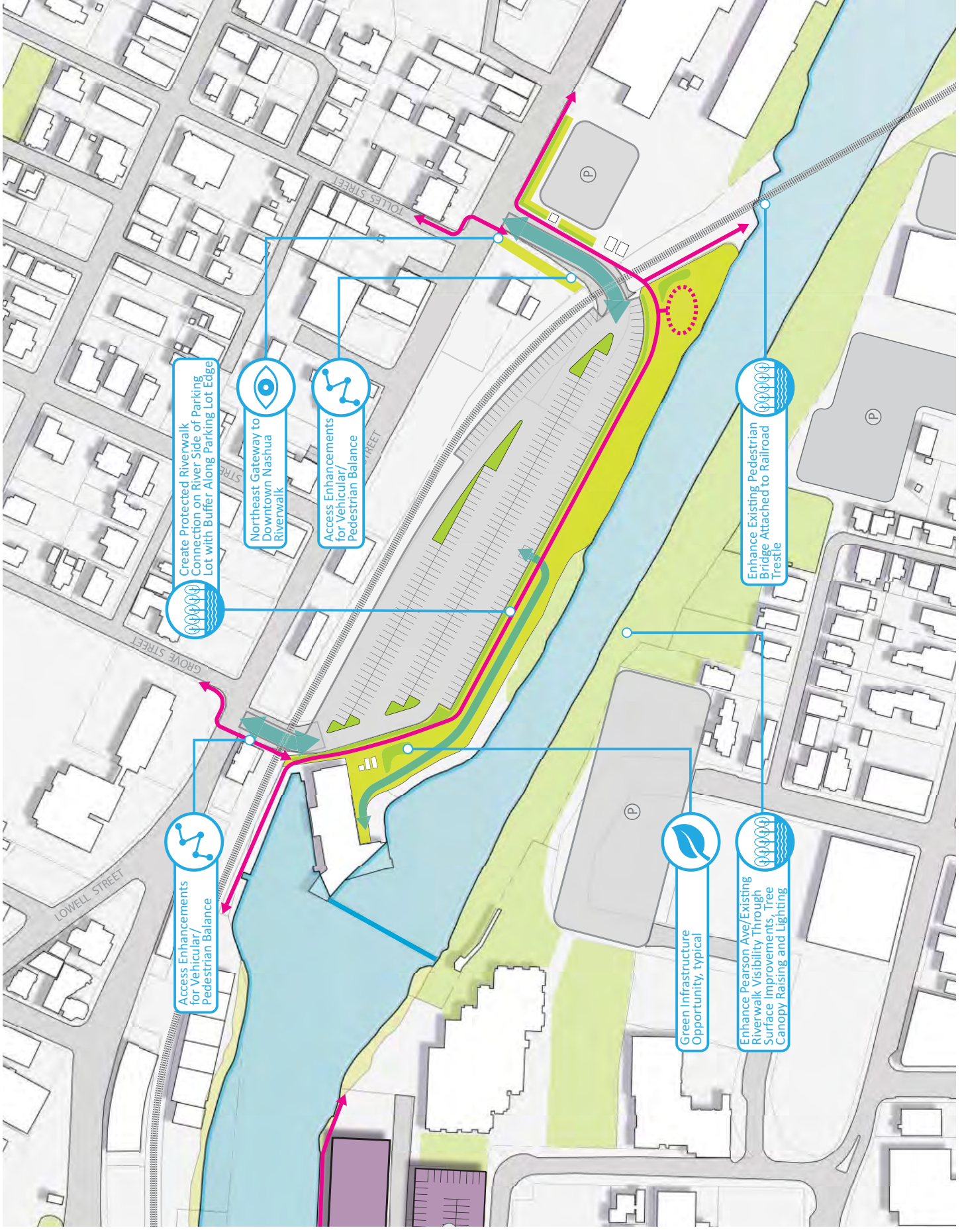


Aerial of Existing Conditions at Greeley & Cotton - East Focus Area





Aerial of Existing Conditions at Parc de Notre Renaissance Francaise & Water Street



Conceptual Development Plan at BAE Parking Lot, River Street and Riverwalk Focus Area



Aerial of Existing Conditions at BAE Parking Lot, River Street and Riverwalk Focus Area

SECTION 6:
CONCEPTUAL PLAN

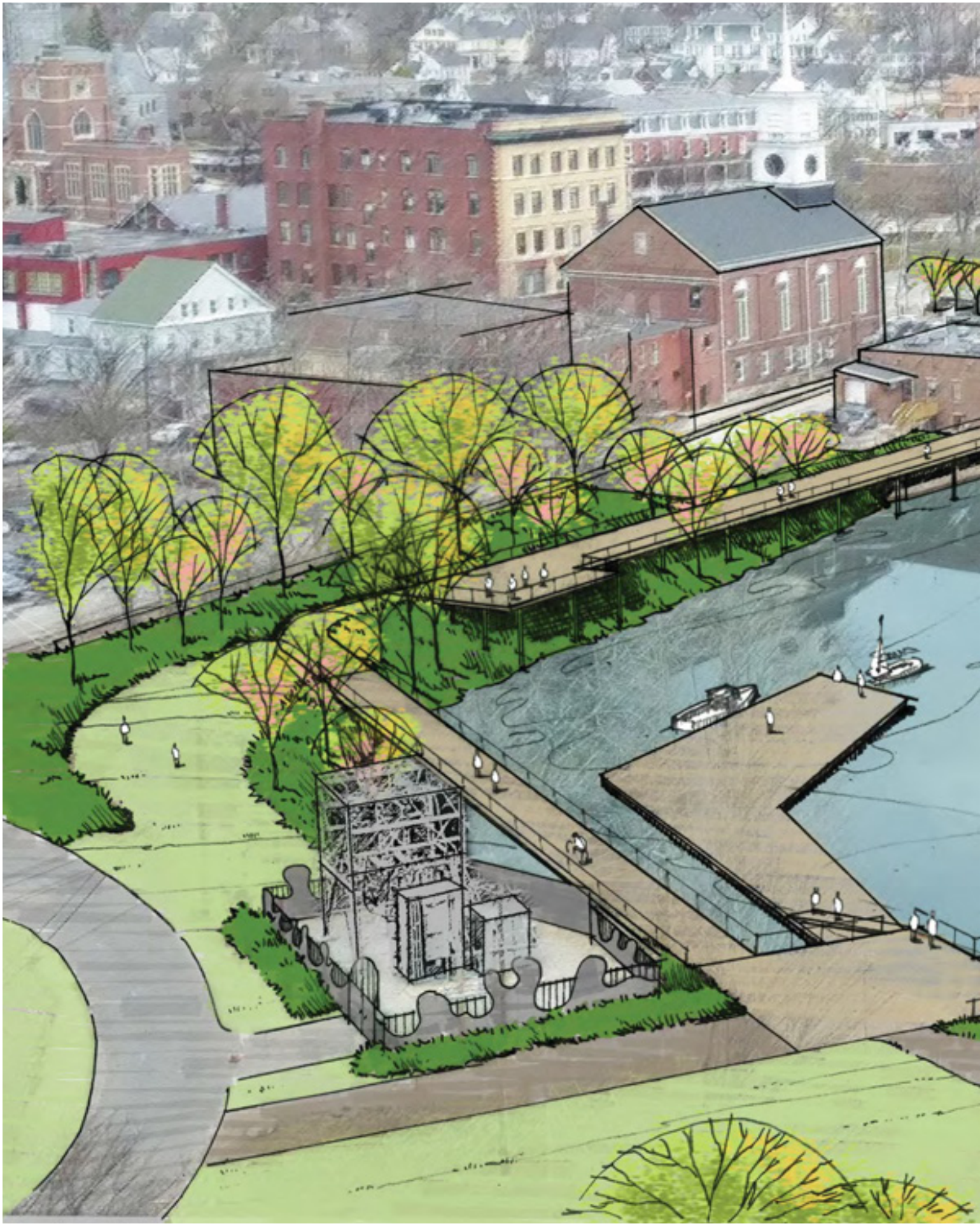
ILLUSTRATIVE PERSPECTIVES

















SECTION 7:
**PERMITTING EXPECTATIONS,
STORMWATER MANAGEMENT
& GREEN INFRASTRUCTURE
OPPORTUNITIES**

Environmental Permitting

The following summary outlines the anticipated required environmental permits and applicable environmental regulations for the proposed Nashua Waterfront Improvement project. This includes work associated with general upland improvements, seasonal docks located within the River and cantilevered walkways attached to buildings along the River's edge.

The summary is organized by the three regulatory tiers for permitting

1. Federal
 - a. Army Corps of Engineers (ACOE)
 - b. U.S. Environmental Protection Agency (EPA)
2. State
 - a. Department of Environmental Services (DES)
3. Local
 - a. Planning Board
 - b. Conservation Commission

In addition, we have created a summary table to identify the permits and regulations that are likely to apply in each of the four quadrants of the project.

1. Federal

Army Corps Programmatic General Permit (PGP) - Section 10 of the Rivers and Harbors Act and Section 404 of the Clean Water Act

Coverage under the Army Corps Programmatic General Permit for New Hampshire is required for any project that propose the discharge of dredge or fill material into waters of the United States. It is also required for any project that proposes work or structures in, or that affect, Navigable Waters of the United States, but the Nashua River and associated canals are not designated Navigable Waters of the United States. The landward jurisdictional limit for this permit is the ordinary high water (OHW) line. In addition, the Clean Water Act requires applicants to obtain a Water Quality Certification (WQC) or waiver from the state water pollution control agency (DES, Watershed Management Bureau) for any activity that may discharge pollutants during construction or operation of the activity. The DES has granted WQC #2012-404P-002 for PGP activities, provided that the applicant obtains the required state wetlands and Alteration of Terrain approvals and complies with PGP conditions.

The PGP must apply to a single complete project, even if it is phased. The project must consult with the NH Historic Preservation Office for areas of the project that may affect historic resources. Permit coverage would be required for wetland and river crossing, bank stabilization or any fill required for the installation of docks, piers or boat ramps. The river crossings would be pressed to meet the New Hampshire Stream Crossing Standards, which call for bridge spans as the preferred design option. In general, projects with less than 3,000 sf of impact within the jurisdictional area can be considered Minimum Impact projects, and projects with 3,000 to 3

acres of impact are considered under the Minor and Major Impact Projects category. The proposed Nashua Downtown Riverfront Development Plan, considered as one project, would likely exceed 3,000 sf in impact below OHW.

EPA National Point Discharge Elimination System (NPDES) Construction Site Stormwater Permit

Any project that disturbs an acre or more of land must manage construction phase stormwater according to the requirements of the permit. Construction stormwater permits include effluent limits for erosion and sediment control, pollution prevention, and site stabilization from the Construction and Development Effluent Guidelines and Standards regulations.

In New Hampshire, NPDES permits are issued by EPA New England and operators of regulated construction sites are generally permitted under EPA's 2017 Construction General Permit (CGP). This permit is usually secured by the contractor with support from the site civil engineer.

2. State

DES Alteration of Terrain Permit – stormwater management

An alteration of terrain permit is required whenever a project proposes to disturb more than 100,000 square feet of terrain (50,000 square feet if any disturbance is within the protected shoreline as defined by RSA 483-B). In addition, if the project disturbs any area having a 25% or steeper land slope and is within 50 feet of any surface water, then a permit is also required. The program applies to both earth moving operations, such as gravel pits, as well as industrial, commercial and residential developments. This permit requires projects to design a stormwater management system, erosion and sediment control plan, and construction sequence plan, and addresses invasive species control and adequately addresses habitat protection for threatened and endangered species.

DES Wetlands and Non-site Specific Permits – alteration of wetlands

Wetlands cannot be altered without a permit. However, wetland alteration is allowed with mitigation. There is no regulated buffer area. This permit is required for any docks, abutments, boat ramps or other water-dependent use structures. The limitations on dock size and number of slips is defined by the area of frontage and the geometry of the water area between the lines created by the imaginary extension of the property boundaries straight out into the water body. Docks within navigable rivers are limited to 6 ft by 30 ft parallel to shore on lots with at least 75 feet of frontage, or 4 ft by 24 ft on lots with less than 75 feet of frontage. The docks must be at least 20 feet from the property boundary, including the imaginary extension of the boundary into the water, or permission must be obtained from the neighbor if the dock is within 20 feet of the neighboring property.

Assuming the Nashua River would be considered a water body greater than 10,000 acres, a boat slip is defined as a volume of water 25 feet long, 8 feet wide and 3 feet deep, measured at the normal high water mark. A new docking structure cannot be permitted when the applicant's proposed boat slip area would extend over the imaginary property line extending over the waterbody.

The number of slips allowed is determined by the length of frontage:

Frontage	# Slips
75 feet to 149 feet:	2 Slips
150 feet to 224 feet:	3 Slips
225 feet to 299 feet:	4 Slips
300 feet to 374 feet:	5 slips

Additional information can be found in the NHDES Environmental Fact Sheet WB-19-“Permitting for Freshwater Docking Structures”

(<https://www.des.nh.gov/organization/commissioner/pip/factsheets/wet/documents/wb-19.pdf>)

DES Shoreland Water Quality Protection Act Permit

Any alteration of land within 250 feet of the Nashua River ordinary high water mark is normally regulated under this permit.

Section ENV-Wq 1410.02 (a) of the Shoreland Water Quality Protection Act regulations provides the municipality the ability to request an exemption from shoreland protections for urbanized conditions: The City of Nashua has secured such an exemption based on the City’s most current “Shoreline Urban Exemption for the Nashua River and Nashua Canal” map. However, it should be noted that parcel 77-5, which is considered for a new gateway entrance to Mine Falls Park and potential stormwater mitigation is located outside of the exemption area, along with the following additional parcels along the eastern limits of the Study area: 38-49, 38-71, 38-77, 38-78, 38-79, 38-80, 38-81, 38-82, 38-83, 38-84. Any development activity on these parcels would require a shoreland permit and compliance with all SWQPA requirements.

NH Rivers Management and Protection Program

The Nashua River is not within a designated river corridor.

3. Local

Site Plan Review Approval (Chapter 190, Part 3, Article XVII)

Any project proposing nonresidential use of a site is required to submit an application for Site Plan Review. Projects applying for Site Plan Review approval must meet the floodplain, stormwater management and wetlands requirements of the local ordinances, described below. Note that there are other non-environmental design requirements included in the Site Plan Review ordinance that would apply to this project, but they are outside of the scope of this permitting summary.

Floodplain Management (Chapter 190, Part 2, Article VII)

All Site Plan Approval applications must include the 100-yr flood zone boundary and base flood elevation, and be designed to avoid flood damage. Structures must be designed such that the first floor is at or above base flood elevation. All non-structural site elements within the floodplain are required to maintain a drainage flow path to adequately drain floodwaters and to ensure that the project is designed to minimize flood damage. No encroachments, including fill, new construction, substantial improvements, and other development, are allowed within the regulatory floodway unless it has been demonstrated through hydrologic and hydraulic analyses that the proposed encroachment would not result in any increase in flood levels.

Stormwater Management (Chapter 190, Part 4, Article XXXI)

Site Plan Review projects must meet stormwater standards:

- Peak flow control. Post development peak flows must match predevelopment peak flows for the 2, 5, and 10-year, 24-hr storm events. No increase in flooding for a 100-yr, 24-hr storm event,
- Recharge control, such that the project must mimic predevelopment site conditions.
- Water quality treatment. The first ½ inch of runoff from impervious area must be treated to remove 80% of TSS, floatables, grease and oils.
- Best Management Practices (BMPs). Within 300 feet of a wetland or waterbody, only a select group of practices are permitted: extended detention basins, wet ponds, constructed wetlands, water quality swales, sand filters, organic filters, infiltration basins, infiltration trenches, and deep sump and hooded catch basins (used with other practices).
- Redevelopment Projects. Redevelopment projects must meet the standards to the maximum extent possible. This project or portions thereof would likely be considered redevelopment.

Wetlands (Chapter 190, Part 2, Article XI)

Wetland and buffer impacts would be reviewed by the Conservation Commission as part of the Site Plan Review permit process. As noted earlier, the Nashua River in the area of this project has been granted an exemption from the state Shoreland Water Quality Protection Act.

Under Section 190-111.C, all areas granted a shoreland exemption pursuant to RSA 483-B:12 from the Comprehensive Shoreland Protection Act, RSA 483-B, shall not be designated as a prime wetland pursuant to RSA 482-A:15 or Article XI, Wetlands and therefore proposed waterfront improvements would not require a Special Exemption from the Zoning Board. However, as noted earlier, there are certain parcels in the western end of the proposed project in the area of Mine Falls Park and several parcels at the eastern end of the project that do not fall within the exemption. Therefore, wetlands in those parcels would not be exempt and would be required to meet the buffer restrictions described below. Proposed development in the exempt area requiring Planning Board approval shall be referred to the Nashua Conservation Commission for its review and comment prior to the Planning Board decision. While the restrictions are not regulated, the Conservation Commission may look for project elements that support the goals of and are as consistent as possible with the wetland buffer protections that apply to non-exempt areas. These are described below.

The “Nashua River and its wetlands” (outside of the exempted downtown area) are designated as Prime Wetlands pursuant to state regulation, also designated as Primary Wetlands under the local ordinance. Therefore, there is a 75-foot regulatory buffer on the river and wetlands. In addition, the wetlands ordinance includes other review and approval requirements for any activity within 100 feet of wetlands and within 125 feet of wetlands. Projects that impact wetlands or buffer zones are reviewed by the Conservation Commission, which then provides a recommendation to the Zoning Board of Adjustment that they must consider in their project review. The specific wetland requirements are excerpted from the ordinance below, from Section 190-15:

B. Wetland or buffer encroachments. For uses proposed to encroach into wetlands or required buffer areas, including but not necessarily limited to road and utility line crossings, water dependent uses (e.g., docks), bridges or other road and passive recreational facilities or activities, the Zoning Board of Adjustment shall find the following prior to approval:

- (1) That the use or activity proposed and its attendant impacts cannot reasonably be avoided.
- (2) That the least damaging route and methodology have been selected, and that which is being proposed is the best practicable alternative available.
- (3) That reasonable and acceptable impact mitigation measures have been incorporated where necessary and appropriate to minimize wetland loss or degradation. *Note: The removal of invasive species may be an appropriate mitigation technique. Invasive species are listed in the most recent State of New Hampshire Prohibited Invasive Species List.*
- (4) That the overall impact of encroaching into wetland or buffer areas is necessary for the productive use of adjoining buildable land and, as such nonencroachment, is outweighed by the benefits thereby derived.
- (5) That no significant impact on the habitat of rare or endangered species or exemplary communities, as listed by the State of New Hampshire or federal government, will result.
- (6) That the best available adequate erosion and sedimentation control methods are incorporated. *Note: Some appropriate erosion control standards are: Stormwater Management and Erosion and Sediment Control Handbook for Urban and Developing Areas in New Hampshire, New Hampshire Department of Environmental Services, Rockingham County Conservation District, USDA Soil Conservation Service (August 1992), and Stormwater Management for Construction Activities, Environmental Protection Agency (September 1992).*
- (7) That the proposed activity or use shall not significantly impair wetland capacity to provide important wildlife and fishery functions, including habitat, food, shelter, breeding, migratory and over-wintering.
- (8) That the project shall not impair the stability of a water body's bank.
- (9) That the wetland and buffer function of hydrologic absorption capacity and storage shall not be impaired.

C. Uses adjacent to wetlands or buffer areas. Any use or activity proposed within 100 feet of a wetland shall be reviewed by the Administrative Officer for compliance with the following performance standards:

- (1) That no significant impact on the habitat of rare or endangered species or exemplary communities, as listed by the State of New Hampshire or the Federal government, will result.
- (2) That the filtration of stormwater runoff is adequately provided for and controlled both during and after construction.
- (3) That the topography and required regrading of the subject property accounts for and adequately reflects the proximity of a nearby wetland area.
- (4) All landscaping requirements and maintenance regiments for a project will ensure that fertilizer and chemical runoff shall not enter the wetland.

(5) For any wetland area utilized for water runoff, the applicant shall demonstrate that excess flow on wetlands shall not cause excessive ponding and retention, thereby causing environmental damage to existing flora or fauna.

(6) Where land is proposed to be subdivided, the applicant shall demonstrate that there is adequate nonwetland area to contain all proposed uses, structures, and utilities in accordance with these regulations.

D. Prohibited uses. No use or activity shall be located within 125 feet or sited in such a manner so as to pose a serious environmental hazard to a nearby wetland. Uses prohibited include, but are not limited to, septic systems, underground storage tanks not within approved enclosures, junkyards or salvage yards, or the uncontained or uncontrolled stockpiling of any material which may contaminate the wetland.

Summary of Permits/Regulations Estimated to be Required

Permit/Regulation	Quadrant			
	1	2	3	4
Federal				
Army Corps PGP*	X	X	X	
NPDES Construction Site Stormwater Permit	X	X	X	X
State				
NH DES Alteration of Terrain Permit	X	X	X	X
NH DES Wetlands and Non-Site Specific Permit	X	X	X	
NH DES Water Quality Protection Act Permit	X			X
Local				
Site Plan Approval	X	X	X	X
Floodplain Management	X	X	X	X
Stormwater Management	X	X	X	X
Wetlands	Review	Review	Review	Review

*Cantilevered Walkways: We have assumed that these will be constructed with no fill below OHW, so that a PGP is unlikely to be required for this project element.

SECTION 8:
**COST ASSESSMENT
& PROJECT PRIORITIES**

Nashua Downtown Riverfront Development Plan
 Conceptual Construction and Design Services Cost Assessments
 26-Jul-17

Quadrant #1 - Millyard	Qty	Unit	Low Unit Cost	High Unit Cost
Riverwalk Wayfinding	3	EA	\$ 5,000.00	\$ 10,000.00
Invasive Species Mitigation and Replanting along Riverbank	1	LS	\$ 30,000.00	\$ 40,000.00
Mine Falls Park Gateway from Millyard	1	LS	\$ 5,000.00	\$ 10,000.00
Green Infrastructure at Mine Falls Connection	1	LS	\$ 50,000.00	\$ 75,000.00
Parking for Mine Falls Park	15,000	SF	\$ 5.00	\$ 10.00
Pedestrian Connection Mine Falls Pk to Clocktower - At Grade	1,475	LF	\$ 85.00	\$ 110.00
Riverwalk Extension from Mine Falls Park to Millyard - At Grade	400	LF	\$ 85.00	\$ 110.00
Riverwalk Extension from Mine Falls Park to Millyard - On Boardwalk Structure over Water	485	LF	\$ 1,000.00	\$ 1,200.00
Gazebo Enhancements	1	LS	\$ 15,000.00	\$ 25,000.00
Riverwalk Extension at Millyard - At Grade	1,500	LF	\$ 85.00	\$ 110.00
Park Expansion at Millyard	103,500	SF	\$ 20.00	\$ 30.00
Seasonal Docks at Public Boat Ramp	1,200	SF	\$ 37.00	\$ 45.00
Millyard Parking Lot Enhancements and Green Infrastructure	194,150	SF	\$ 6.00	\$ 8.00
Riverwalk Pedestrian Pedestrian & Bicycle Riverwalk Bridge	1	LS	\$ 625,000.00	\$ 750,000.00
Riverwalk Lighting	32	EA	\$ 6,000.00	\$ 8,500.00
Quadrant #2 - Greeley & Cotton	Qty	Unit	Low Unit Cost	High Unit Cost
Riverwalk Wayfinding	4	EA	\$ 5,000.00	\$ 10,000.00
Invasive Species Mitigation and Replanting along Riverbank - N & S	1	LS	\$ 40,000.00	\$ 50,000.00
Riverwalk Extension N from Broad St Parkway Bridge to Cotton Mill - At Grade	850	LF	\$ 85.00	\$ 110.00
Riverwalk Extension N from Greeley House to Main St - Cantilevered Walkway & Raised Boardwalk Structure over Water	565	LF	\$ 1,250.00	\$ 1,500.00
Seasonal/ Permanent Docks N between Greeley House and Main St	5,000	SF	\$ 37.00	\$ 45.00
Seasonal Watercraft Rental Kiosk - New Structure N or Renovation of Ex Masonry Structure S	1	LS	\$ 25,000.00	\$ 150,000.00
Pedestrian Connction Enhancements between Factory Street/ Garage and Water Street	225	LF	\$ 350.00	\$ 575.00
Pedestrian Connction Enhancements between Factory Street/ Garage and Water Street	225	LF	\$ 350.00	\$ 575.00
Pedestrian Connction Enhancements between Factory Street/ Garage and Water Street	225	LF	\$ 350.00	\$ 575.00
Riverwalk Extension S at 4 Water St (Office) - Cantilevered Walkway	250	LF	\$ 1,250.00	\$ 1,500.00
Pedestrian Connction Enhancements between Factory Street/ Garage and Water Street	225	LF	\$ 350.00	\$ 575.00
Bicentennial Park Enhancements S	7,500	SF	\$ 25.00	\$ 50.00
Riverwalk Lighting - N&S	55	EA	\$ 6,000.00	\$ 8,500.00
Historic Cotton Transfer Bridge Structure Lighting	1	LS	\$ 80,000.00	\$ 100,000.00
Supplementary Floating Water Features with Night Time Illumination	3	EA	\$ 67,500.00	\$ 80,000.00

Subtotal - Low	Subtotal - High	LOW RANGE	HIGH RANGE	Comments/ Description
		\$ 5,058,175.00	\$ 7,017,450.00	
\$ 15,000.00	\$ 30,000.00			Signage Kiosk with Rivewalk Logo/ Locus Map/ Destinations Allowance
\$ 30,000.00	\$ 40,000.00			Allowance for Granite Piers
\$ 5,000.00	\$ 10,000.00			Allowance for Stormwater Green Infrastructure to offset impermeable surface between Broad St Pkway and Mine Fells Park
\$ 50,000.00	\$ 75,000.00			Grading and Aggregate Parking Lot to provide permeable surface in Flood Plain
\$ 75,000.00	\$ 150,000.00			Avg \$500,000/ mile - 3" Bituminous Concrete in 2 Lifts over 8" aggregate base
\$ 125,375.00	\$ 162,250.00			Avg \$500,000/ mile - 3" Bituminous Concrete in 2 Lifts over 8" aggregate base
\$ 34,000.00	\$ 44,000.00			10' W x \$100/SF - Wood Structure, Decking and Guardrail
\$ 485,000.00	\$ 582,000.00			Allowance for Enhancements
\$ 15,000.00	\$ 25,000.00			Avg \$500,000/ mile - 3" Bituminous Concrete in 2 Lifts over 8" aggregate base
\$ 127,500.00	\$ 165,000.00			Total Area 138,000 SF (3.16 Ac) - Assume 75% of Area Modified by Removal of Paving & Subbase and Replace with Free Draining Base and Planting Soils & Seeded
\$ 2,070,000.00	\$ 3,105,000.00			\$30/ SF Prefabricated Dock Materials x 1.25 to 1.5 install
\$ 44,400.00	\$ 54,000.00			(A) Removal of Paving and Repave Bit Conc = \$5-6/SF / (B) Introduce Green Infrastructure Planting Areas to Subdivide the Parking Lot with Sand Based Soils & Underdrainage = \$2-3/SF
\$ 1,164,900.00	\$ 1,553,200.00			Prefabricated Bridge in Sections total 10'w x 250'l at \$250/ SF
\$ 625,000.00	\$ 750,000.00			15' Pole Mounted Luminaires at 75' on center - S side only
\$ 192,000.00	\$ 272,000.00			
Subtotal - Low	Subtotal - High	LOW RANGE	HIGH RANGE	Comments/ Description
		\$ 2,476,000.00	\$ 3,481,000.00	
\$ 20,000.00	\$ 40,000.00			Signage Kiosk with Rivewalk Logo/ Locus Map/ Destinations Allowance
\$ 40,000.00	\$ 50,000.00			Avg \$500,000/ mile - 3" Bituminous Concrete in 2 Lifts over 8" aggregate base
\$ 72,250.00	\$ 93,500.00			Boardwalk \$ x 1.25 - Steel Structural Support with Building Attachments
\$ 706,250.00	\$ 847,500.00			\$30/ SF Materials x 1.25 to 1.5 install
\$ 185,000.00	\$ 225,000.00			Two Options - Prefab Shingle Style Shed Kiosk or Retrofit Ex Masonry Structure on Rivers Ed at Clocktower
\$ 25,000.00	\$ 150,000.00			Assumes 225 LF x 15' W Accessible Route with Paving Enhancements - Concrete at \$10/ SF vs. Pavers at \$25/ SF + Site Enhancements (\$25K) & Lighting - 3 Pole Mounted Lights (\$25K)
\$ 78,750.00	\$ 129,375.00			Assumes 225 LF x 15' W Accessible Route with Paving Enhancements - Concrete at \$10/ SF vs. Pavers at \$25/ SF + Site Enhancements (\$25K) & Lighting - 3 Pole Mounted Lights (\$25K)
\$ 78,750.00	\$ 129,375.00			Assumes 225 LF x 15' W Accessible Route with Paving Enhancements - Concrete at \$10/ SF vs. Pavers at \$25/ SF + Site Enhancements (\$25K) & Lighting - 3 Pole Mounted Lights (\$25K)
\$ 78,750.00	\$ 129,375.00			Boardwalk \$ x 1.25 - Steel Structural Support with Building Attachments
\$ 312,500.00	\$ 375,000.00			Assumes 225 LF x 15' W Accessible Route with Paving Enhancements - Concrete at \$10/ SF vs. Pavers at \$25/ SF + Site Enhancements (\$25K) & Lighting - 3 Pole Mounted Lights (\$25K)
\$ 78,750.00	\$ 129,375.00			Modest Enhancements to improve landscape plantings, hardscape paved areas and site amenities to compliment Riverwalk Enhancements
\$ 187,500.00	\$ 375,000.00			15' Pole Mounted Luminaires at 75' on center - both N & S sides continuous
\$ 330,000.00	\$ 467,500.00			
\$ 80,000.00	\$ 100,000.00			Uplighting of Historic Vertical Structure - 30 per side/ 60 lights
\$ 202,500.00	\$ 240,000.00			\$50K/EA Materials x 1.25 to 1.5 Installation + \$5K/EA for Electrical Svc Requirements and Connections

Quadrant #3 - Jackson Falls	Qty	Unit	Low Unit Cost	High Unit Cost
Riverwalk Wayfinding	2	EA	\$ 5,000.00	\$ 10,000.00
Invasive Species Mitigation and Replanting along Riverbank - S	1	LS	\$ 40,000.00	\$ 50,000.00
Riverwalk Extension S at 60 Main St (Office) - Cantilevered Walkway	200	LF	\$ 1,250.00	\$ 1,500.00
Tree Canopy Pruning and Lifting on Riverwalk S (old Pearson Ave)	1	LS	\$ 25,000.00	\$ 50,000.00
Riverwalk Enhancements S (old Pearson Ave) to include Bituminous Concrete Surface - At Grade	2,250	LF	\$ 85.00	\$ 110.00
Riverwalk Enhancements N at BAE Parking Lot with Planted Buffer - At Grade	1,050	LF	\$ 105.00	\$ 130.00
BAE Parking Lot Enhancements and Green Infrastructure	97,000	SF	\$ 6.00	\$ 8.00
BAE Parking Lot Landscape and Pedestrian Enhancements/ Canal St Connections	1	LS	\$ 250,000.00	\$ 350,000.00
Riverwalk Pedestrian Bicycle Bridge Enhancements at Train Tressle Crossing	1	LS	\$ 825,000.00	\$ 950,000.00
Riverwalk Lighting - N&S	39	EA	\$ 6,000.00	\$ 8,500.00
Quadrant #4 - Amory & Bridge	Qty	Unit	Low Unit Cost	High Unit Cost
Riverwalk Wayfinding	1	EA	\$ 5,000.00	\$ 10,000.00
Invasive Species Mitigation and Replanting along Riverbank	1	LS	\$ 30,000.00	\$ 40,000.00
Riverwalk Enhancements S from Train Tressle to Temple Street - At Grade	435	LF	\$ 85.00	\$ 110.00
Riverwalk Gateway at Spruce and Temple Streets	1	LS	\$ 5,000.00	\$ 10,000.00
Temple Street Concrete Sidewalk between Spruce and Amory Streets	1,650	LF	\$ 30.00	\$ 40.00
Temple Street Two Way Cycle track between Spruce and Amory Streets	2,650	LF	\$ 25.00	\$ 30.00
Riverwalk Enhancements S from Temple to Bridge Sts - At Grade	500	LF	\$ 85.00	\$ 110.00
Riverwalk Enhancements S from Temple to Bridge Sts - On Boardwalk Structure over Water	225	LF	\$ 1,000.00	\$ 1,200.00
Riverwalk Lighting from Temple to Bridge Sts	10	EA	\$ 6,000.00	\$ 8,500.00
General Conditions/ Contingency/ Other				
Overhead, Profit, Permitting, General Liability Insurance, Contingency	15%			
Project Conceptual Construction Cost Assessments Subtotal				
Project Conceptual Design Services Cost Assessments Subtotal	Low	High	Low %	High %
General Design Services including the following disciplines: Landscape Architect, Civil Eng, Marine Engineer, Architect, Lighting Designer, MEP Engineer, Permitting, Structural Engineer, Environmental Graphics, Cost Estimator			12%	15%
Total Project Conceptual Cost Assessments				

Subtotal - Low	Subtotal - High	LOW RANGE	HIGH RANGE	Comments/ Description
\$ 10,000.00	\$ 20,000.00	\$ 2,517,500.00	\$ 3,211,500.00	Signage Kiosk with Rivewalk Logo/ Locus Map/ Destinations Allowance
\$ 40,000.00	\$ 50,000.00			Boardwalk \$ x 1.25 - Steel Structural Support with Building Attachments
\$ 250,000.00	\$ 300,000.00			1 Arborist Crew for 1 to 2 Weeks
\$ 25,000.00	\$ 50,000.00			
\$ 191,250.00	\$ 247,500.00			Avg \$500,000/ mile - 3" Bituminous Concrete in 2 Lifts over 8" aggregate base
\$ 110,250.00	\$ 136,500.00			Avg \$500,000/ mile - 3" Bituminous Concrete in 2 Lifts over 8" aggregate base + \$20/LF for Landscape Enhancements
\$ 582,000.00	\$ 776,000.00			(A) Removal of Paving and Repave Bit Conc = \$5-6/SF / (B) Introduce Green Infrastructure Planting Areas to Subdivide the Parking Lot with Sand Based Soils & Underdrainage = \$2-3/SF Allowance
\$ 250,000.00	\$ 350,000.00			10'w x 275'l at \$300/SF
\$ 825,000.00	\$ 950,000.00			15' Pole Mounted Luminaires at 75' on center - both N & S sides continuous
\$ 234,000.00	\$ 331,500.00			

Subtotal - Low	Subtotal - High	LOW RANGE	HIGH RANGE	Comments/ Description
\$ 5,000.00	\$ 10,000.00	\$ 520,225.00	\$ 663,350.00	Signage Kiosk with Rivewalk Logo/ Locus Map/ Destinations Allowance
\$ 30,000.00	\$ 40,000.00			Avg \$500,000/ mile - 3" Bituminous Concrete in 2 Lifts over 8" aggregate base
\$ 36,975.00	\$ 47,850.00			Allowance for Granite Piers
\$ 5,000.00	\$ 10,000.00			Avg \$35/ LF
\$ 49,500.00	\$ 66,000.00			Avg \$150,000/ mile
\$ 66,250.00	\$ 79,500.00			Avg \$500,000/ mile - 3" Bituminous Concrete in 2 Lifts over 8" aggregate base
\$ 42,500.00	\$ 55,000.00			10' W x \$100/SF - Wood Structure, Decking and Guardrail
\$ 225,000.00	\$ 270,000.00			15' Pole Mounted Luminaires at 75' on center - both N & S sides continuous
\$ 60,000.00	\$ 85,000.00			

LOW RANGE	HIGH RANGE
\$ 1,585,785.00	\$ 2,155,995.00

LOW RANGE	HIGH RANGE
\$ 12,157,685.00	\$ 16,529,295.00

LOW RANGE	HIGH RANGE
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\$ 1,458,922.20 \$ 2,479,394.25

LOW RANGE	HIGH RANGE
\$ 13,616,607.20	\$ 19,008,689.25

SECTION 9:
**SUMMARY OF PUBLIC
ENGAGEMENT PROCESS**

A BASIS FOR PLANNING SUCCESS

DOWNTOWN RIVERFRONT DEVELOPMENT PLAN

Engagement Efforts

The City of Nashua sought to create a process for input from residents, elected officials, agencies, organizations, and city departments to create a development strategy for the Riverfront in Downtown Nashua.

By seeking input from a wide array of stakeholders, the City can better coordinate work proposed work in a manner that fulfills long term goals for the Downtown Riverfront.

Community engagement allows the City to establish a set of shared, community-sourced priorities for improvement which are incorporated into the “Development” or Master Plan for the Downtown Riverfront.



COMMUNITY INPUT PROCESS

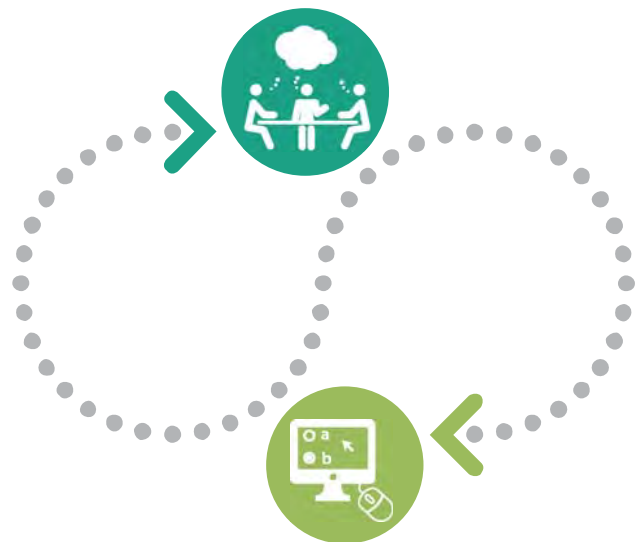
DOWNTOWN RIVERFRONT DEVELOPMENT PLAN

In-person Meetings

Traditionally, community input on planning initiatives has taken place through a series of in-person public meetings. In-person meetings are a vital method for collection data and public sentiment on draft plans. The Riverfront Development Planning process, albeit a very quick exercise, included dozens of face to face meetings in conjunctions 4 public meetings totaling over 130 residents in attendance,

On-line Interactions

Today, new tools exist which allow community engagement efforts to reach a wider audience. On-line engagement for the Riverfront Plan through on-line communication platforms has significantly increased the number of participants in the planning process. Additionally, engagement through on-line tools has boosted in-person participation which leads to more proposed ideas and better outcomes for the Development Plan.



MEDIA ENGAGEMENT SUMMARY

DOWNTOWN RIVERFRONT DEVELOPMENT PLAN



CoUrbanize Platform
OVER 2100 VISITS

The coUrbanize platform allowed the City to engage a broader audience. The platform also allows community members to add ideas and the project team to post updates. Everyone is better informed.



E-Newsletters
OVER 3.5K READS

The Economic Development Division and Great American Downtown have a combined E-newsletter reach of approximately 5,000 subscribers. E-newsletters are an effective tool to boost community engagement.



Video Campaigns
OVER 3K VIEWS

Halvorson Design produced drone footage which was edited into a short video clip and posted on YouTube & Facebook. Promotion of the clip drove visits to the CoUrbanize Platform.

DETAILED SUMMARY OF PUBLIC ENGAGEMENT PROCESS

In-Person Public Project Meetings:

April 12th Kick-Off Meeting – Project overview and discussion on what's great, what's missing, what could be better with 40+ people
May 29th Plan Meeting #2 – Review concepts for 4 focus areas based on public feedback, 30 people in attendance
May 30th Chamber Expo – One-on-One discussion with over 25 people, over 600 in attendance
June 5th Clocktower Place – Over 30 residents in attendance, 1-1/2 hours of Q&A
June 28th Wrap-up Meeting – Over 25 residents in attendance, validation of priorities

CoUrbanize Participation:

June 20th FB Post – Over 3,000 views & 25 Shares
Unique Page Visits – Over 2,100 page visits by 1,500 unique visitors
User Posted Comments – Over 250 individual comments and ideas (via map tool) posted by users

Local Paper Articles:

Nashua Asks Residents to Help Create Vision for Riverfront, Tuesday, April 11, 2017, Union Leader, by Kimberly Houghton
See Change, Nashua Seeking Input for Riverfront Master Plan, Friday, April 14, 2017, Nashua Telegraph (front page,) by Derek Edry
New Riverfront Plans Are Ready for Evaluation, Sunday, May 28, 2017, Nashua Telegraph (front page bottom), by Damien Fisher
Nashua Reveals Final Presentation of Riverfront Plan, Friday, June 30, 2017, Nashua Telegraph, by Derek Edry
Tom Lynch's On the Water: Wilderness, history and easy paddling on the Nashua River, Friday, July 7, 2017, Union Leader, by Tom Lynch

Online Media & Newsletter Outreach:

Mail Chimp – 345 subscribers, over 450 views of posted articles for Riverfront Plan

GAD Newsletter – 4500 subscribers, over 1500 views of posted articles.

YouTube Footage Views: 428 Views

NRPC Constant Contact Newsletter distribution – 400 subscribers from region

Committee Participation:

The City of Nashua has a highly engaged volunteer base in many of its local committees, accounting for more than 100 residents. The outreach process included in-person meetings and emails with the Downtown Improvements Committee, Historic District Committee, Conservation Commission, Planning Board, Arts Commission, Business and Industry Development Authority, Mine Falls Advisory Committee and several Aldermanic Committees including the Planning and Economic Development Committee, Infrastructure Committee and the Board of Public Works.

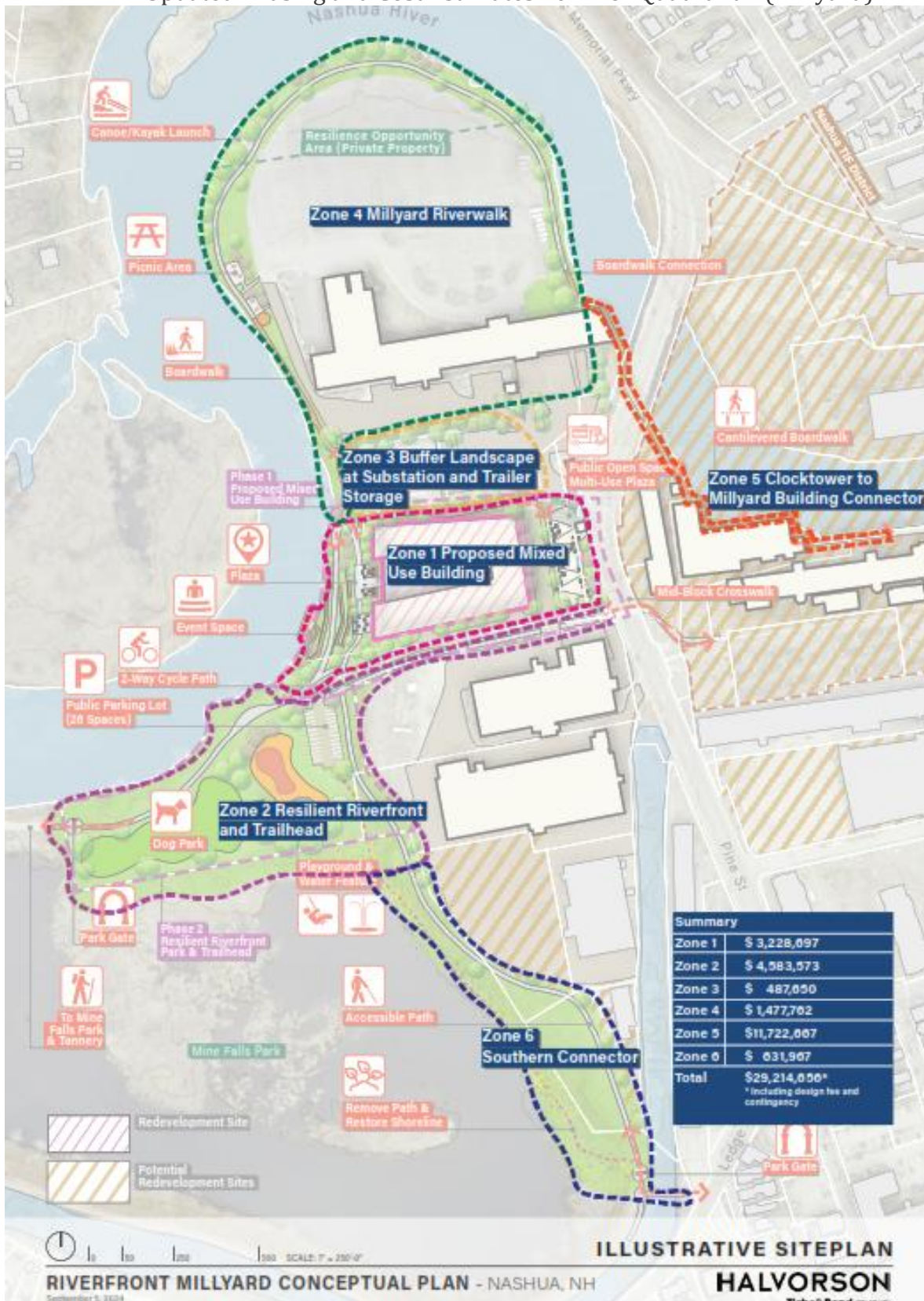
Stakeholder Meeting Summaries:

The process also included in-person meeting with all abutting property owners and businesses. Overall the abutting property owners and businesses were incredibly supportive of the Riverfront plan and the community's ideas. They were instrumental in generating ideas regarding connectivity, and safety, along with providing significant insight into some of the areas most in need of improvement. In addition, many voiced a strong willingness to work with the City and support the implementation of the plan and its main priorities.

The City's team also visited many local organizations to discuss the downtown riverfront and engage other members of the community in the discussion. In-person organization meetings include Great American Downtown, the Chamber of Commerce, Nashua Rotary, City Arts Nashua, NeighborWorks Southern New Hampshire, Harbor Homes, Senior Center, Soup Kitchen, Nashua Regional Planning Commission, Nashua River Watershed Association and the Lower Merrimack River Association. In many instances these groups were instrumental in sharing information about the project to many of their members and followers through digital newsletters, social media accounts and email distribution lists. The ability to engage with members of these groups in person and to allow for online feedback following the meeting encouraged many ideas and helped to develop a clear consensus on the top priorities for the riverfront.

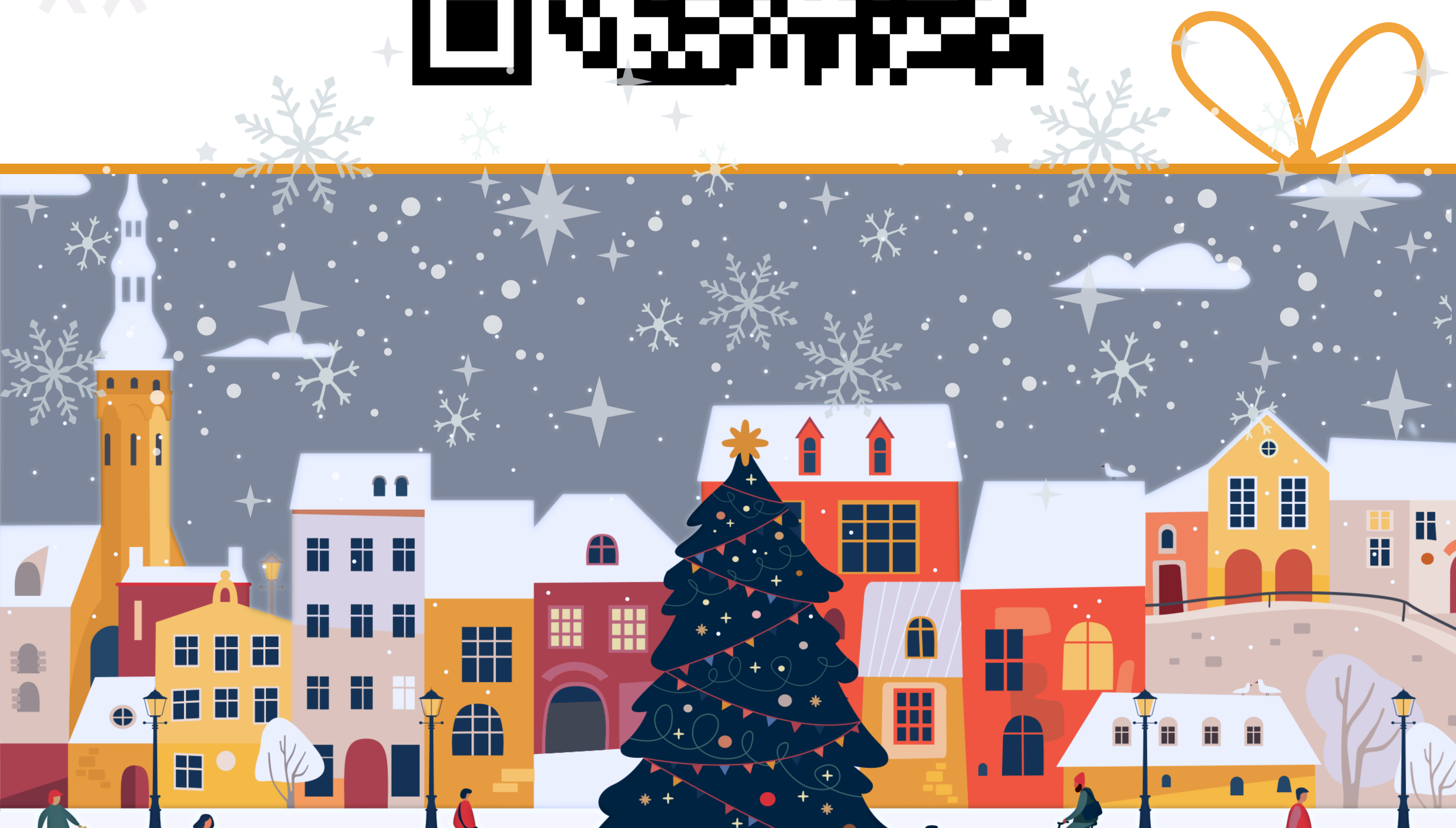
Appendix D

Updated Phasing and Cost Estimates 2024 for Quadrant 1 (Millyard)



Loving the Stroll?

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Enjoying this FREE event?
Please consider making a donation
to support future events like this one



MAPS





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to support future events like this one



Santa

PHOTOS



Manchester-Boston
REGIONAL AIRPORT



*SCAN FOR
PHOTOS*

All Photos Will Be Added to This Album After the Stroll

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St. Mary's Bank

Ice Skating RINK

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Winter Express SHUTTLE PICK UP

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SWAG

Beanies \$35

Hoodies \$40

Flannels \$50

Blankets \$40



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Additional SIZES



STORE OPEN THROUGH DECEMBER 10TH

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to support future events like this one



MORNEAU
— LAW —

Little Locomotive STATION