

PLANNING AND ECONOMIC DEVELOPMENT COMMITTEE

FEBRUARY 3, 2004

A meeting of the Planning and Economic Development Committee was held on Tuesday, February 3, 2004 at 7:06 p.m. in the Aldermanic Chamber

Vice Chairman Richard LaRose presided.

Members of the Committee present: Alderman Kathryn D. Vitale
Alderman David MacLaughlin

Members Not in Attendance: Alderman-at-Large David Rootovich
Alderman Robert G. Shaw, Jr.

Also in Attendance: Alderman-at-Large Brian S. McCarthy
Katherine E. Hersh, Division Director, Community
Development
Michael Lowe, Planning Board Liaison

DISCUSSION

Chairman LaRose

What we were doing at the last meeting was some planning & economic ideas and we will be continuing that this evening. Mrs. Hersh I guess will review what we did last week, and then go on from there.

Katherine Hersh

I would like to defer to Alderman McCarthy just for a minute because I think he wanted to speak.

Alderman McCarthy

I just wanted to note for the record that Alderman Rootovich and Alderman Shaw are both busy with business commitments.

Chairman LaRose

Thank you.

Katherine Hersh

I didn't know if Alderman McCarthy wanted to do an overview of this document before we get there.

Alderman McCarthy

I will let you do that. What we have in front of us is some handouts from Arvada, which is some materials that we had discovered a number of years ago that are fairly good examples. I must say I don't remember the details. I do remember that I was impressed with them. We will let Director Hersh go through them.

Katherine Hersh

This is a planning document from Arvada, CO and it is probably 15 years old. Roger Houston, our Planning Director, used to work in Arvada, CO. Years ago when I first got involved with the city he had given me a copy of this, and of all the documents that I have looked at since that time this one really seems to be a very good example of a straightforward document that really kind of gives you a cycle/calendar for comprehensive planning and then some simple, but direct and clear goals and objectives for a community. The first few pages goes through the concept and how they come to it. There is a diagram that shows the structure of planning, and then there is really what the Figure 4 several pages in shows the bi-annual planning cycle, and that is actually I think something that is a really good – is of value to the Board of Aldermen in the City of Nashua taking a look at what they did a schedule in order to plan. They also have a 2 year term in Arvada, CO so that is one of the things that I think makes this relate quite a bit to the City of Nashua.

A couple of pages further in they start to have their goals, objectives, and their plan. You can see that they have different groupings; the first one is physical targets and then underneath each one of the sub-groupings they have a 20-year goal, they have ongoing policies, and then they have two-year targets.

A few more pages in you will see economic targets. It gives a primary goal for economic targets and then it talks about commercial and industrial development; 20-year goal, ongoing policies, and 2 year target. Downtown - 20-year goal, ongoing policies, and 2-year target. Development requirements ...it just gives a framework for some of the things that everybody talks about, that everybody knows are priorities for the city, and it helps to put into one document what the Board of Aldermen in the city is trying to do. I just wanted to share that because it is related from a strategic planning standpoint. I know that Alderman McCarthy has scheduled some meetings to continue the strategic planning process that started last term, and maybe this would be useful as far as that goes.

Chairman LaRose

This is really Denver or part of .. has anyone gone back and taken a look to see what happened?

Katherine Hersh

I don't know if ...

Chairman LaRose

Could we at least get a copy of what it is today?

Katherine Hersh

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That is a great idea. I will ask Roger Houston if he has. I am sure he keeps in touch with people out there. It would be great to see what has happened with those goals.

Alderman MacLaughlin

My question would be what size community is Arvada? Is it relatively close to the size of Nashua?

Chairman LaRose

It is 90,000.

Katherine Hersh

Right.

Alderman MacLaughlin

Thank you.

Katherine Hersh

Another one that is on line that is interesting to look at is Georgetown, TX although that is a much smaller community; it is in the 20,000 or so, but several years ago they won an award for their comprehensive plan. If you go to their website they have some interesting layouts for their different issues. They also have – you can check on their budget for example – their budget for example for Economic Development their budget has to give their goals, what they planned on and did accomplish last year, what they are proposing to accomplish next year, how they measure that -- things like that. It gives a different perspective and kind of puts things in context.

Chairman LaRose

Where was it in Texas?

Katherine Hersh

It is in Georgetown, TX. I thought maybe what we should do is take a quick look back at all of the posters just to remind ourselves so you might want to get up and kind of walk over and read those post-its to make sure, if you need to, to make sure that you remember the discussions that we had, and then what I will do is very quickly step through the flip chart from the things that we started putting on the flip chart so we remember where we are at and keep going.

Chairman LaRose

Why don't you just go up there and tell us what is there so we can ... if you don't mind.

Katherine Hersh

I don't mind at all. We talked about master planning, assuring resources to implement both code and the ordinances, adopting a land use code, keeping as much open space as possible, continuing to refine and evolve our master plan, making sure all boards and commissions understand our master plan, more master planning, budget formatting, encourage long range planning, and another long range planning – back to the master planning one we talked about land use, developing small residential redevelopment regulations, we need land use performance criteria, adopting land use ordinances, putting power lines underground, long range planning again so we are all still in the same place right here at this point – continue to get input from citizens, businesses and owners through various ways, comprehensive citywide planning. Then we talked about technology – treat information as an essential resource and structure processes to take advantage of that resource – investing in proven technology to position the city for having 2004 technology in 2004 and 2029 technology in 2029, approving and implementing the GIS system, and then investing in technology.

We talked about quality of life, trying to encourage industry and other corporations I think for high paying jobs to come to Nashua, we need land use patterns, which support a sustainable economic model for community, and try to keep a safe place to live. Public and private partnerships, performing arts center, we need to be able to fund the public in public/private partnerships, maintenance programs for our parks and roads and buildings, and use the Conway Ice Arena as a good example of a public/private partnership.

Municipal space needs; address city hall and other city office space needs. Transportation; we had lots in transportation – east/wests access to downtown, build the Broad Street Parkway, redesign D.W. Highway and Spit Brook Road, traffic flow enhancement, airport – I think that is the mall exit – exit 36 and Route 3 South – Commuter Rail, increase ridership on the bus, we need a transportation system which meets the demands of the community, and it lists roads, bus, people, push to develop a trail system, and address lack of parking for inner city development.

I think it is important to note that these all answered the question what are we looking for 20-25 years from now – what do we really hope to accomplish. These said what are we doing well, and one of the things that I thought about afterwards was what a nice long list of transportation things that you all have for what you would like to see in the future and the short list that we have right now over here. I thought that was actually interesting that you don't have a long list of things that you think we are already doing well in transportation, but you have a lot of demands that you are hoping that we do address in transportation. They may be the same in others.

The things that we are focused on right now are developing partnerships; we talked about the stroll and redevelopment issues, and vision for some areas like the riverfront, downtown revitalization – things like that. We talked about parks and open space. With regards to the NCC continuing to purchase open space we have preserved a large amount of open space, parks. The planning process – the review process for new roads, new subdivisions, new retail – we have a good process for public notification of development regulations. The master plan and land use ordinances – we plan the subdivision of large tracts of empty land reasonably well. Working to re-write and make changes where needed to our land use codes to bring them up to date, developing master plans for downtown/East Hollis Street, etc. Again we have a good master plan.

The transportation ones were the bus transportation and the fact that we are pursuing commuter rail. Those are all the things that you said.

What we did was we started talking about what are the action – what are the things you would like to do to address the things that you want to see to either continue the things that you are doing well, and also to make sure you set into place all the things that you need to set into place to get to those things that you want to see in the next 20-25 years. One of the actions that you said was budget forecasting. Even though it is not really the responsibility of this committee, this is something that I think that we have heard a lot of times, and I think that is something important to everybody.

We talked about technology and the fact that we want to review a plan that needs to be a citywide focus that when IT and when the city is looking at technology issues that they need to look at it as it affects the entire city government and make sure that it is all consistent, uniform, and tied together. Policies to reduce paper use, which the Board of Aldermen initiated and did a great job and you are leading the way for the rest of us to become paperless as well. Then one of the actions items was to meet with the technology staff.

What I am thinking of doing tonight is once we get through all the rest of these then maybe what we could do is kind of put together almost like a schedule of what are the types of things that you want to do now – what is your highest priority to focus on – do you want to focus on that technology and so do you want to meet with the technology staff at the next meeting or do you want to focus on something else first and then meet with the technology staff in 3-4 months or maybe you want to meet with everybody at the beginning and then from there figure out where you really need to focus your time. Long-range planning; we talked about every division director

submitted 10 and 5 year goals and objectives. Everyone needs to state goals for each division, goals and objectives should be set by the Board of Aldermen collaboratively with Division Directors and the Mayor and reviewed and updated as needed, establish frequency of planning process – who will participate; Board of Aldermen, staff, citizens, boards and commissions, establish an understanding of what the boards and divisions roles, policies and responsibilities are.

I think one of the things that you ought to think about is these are long-range planning with regard to the Board – not with regard to the city, but with regard to the Board and how you do your budgeting and setting your goals and objectives as a city government.

Transportation, planning our infrastructure, development too intense for existing roads – Nashua river crossing needed west of the F.E. Everett Turnpike, and circumferential roads – need circumferential roads – that is one of the things we talked about. We talked about the importance of a parking plan, the importance of evaluating our roads - their condition, their capacity. The airport plan – we talked about the fact that the airport is an important amenity in the city, and it would be good to know all the things about the airport.

Transportation – we also touched on encouraging bus use – we actually had quite a bit of conversation about bus use, and I had asked a month ago for Paul Newman who is the transit manager to set up a time probably in March or so or early April to actually get a bus and highlight the bus time with the Board of Aldermen so that you can all not only talk about the bus and understand what the programs are, but also ride around on the bus, and see how great our new buses are because they are really beautiful. They are comfortable, they are air conditioned, and I think once we get people on the bus often times they say oh I had not idea. We will be doing that. Debrief – should know in advance, pre-thinking – does anybody remember what this is? I can't remember what this is. Nope? Anybody? I don't think we should count that.

That is where we were. We did transportation, we did long-range planning, technology – those are basically the three ones that we did. Are there any others people want to do?

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Chairman LaRose

Where do you want to take us Kathy?

Katherine Hersh

Well what I would like to do is make sure that I put up here all the things that you really – that you want to focus on as a committee – the issues that belong in this committee that you want to make sure are happening so that in the long term this city is well positioned to reach all the things that you feel are important in the long term.

Alderman MacLaughlin

It seems to me that part of what I can read from our work so far – our thought processes anyway – is that good sound economic planning and development actually seems to be dependent on a good and solid infrastructure, which then encompasses all the different means of transportation. There is a great awareness not only within our board, but within our wards, and throughout the city that the people who are driving around – traffic, the streets be it business or private use they are all aware that we are running into challenges at the transportation level. The one thing I think I would find useful in addition to the highly anticipated presentation on the bus program would be what the current administration may have in store for Nashua on the public works level for street repaving, street maintenance, sidewalk construction – where those programs are now and where they will be within 5-10 years. Those things must be sort of being hashed out now although I don't know what those plans are – I would find them useful.

Alderman McCarthy

That is actually – if you recall the way we got to here was I had sent out a number of things that I wanted to see the committee approach, and also to go through other things that we felt that the committees would want to look at. The street plan was actually one of the things that I asked Infrastructure to look at, and I know there has been work done on that. This board has not seen that so I think one of the things we will do probably with the Infrastructure Committee, and we will make sure everybody knows about it to get their attention to their street plan. I think in the end all of these things dovetail and street planning and maintenance, etc. are things that this committee has a lot of interest in street planning, that committee has a lot of interest in maintenance and some of those issues. I think it is actually good to see that. I want to see this be a comprehensive process that basically washes over all of the committees. We will make sure that some more of that gets done in the context of theirs as well.

Katherine Hersh

One of the things that was recommended in the downtown master plan was that the city look at doing more comprehensive study of the one way streets in downtown, and look at converting a lot of those one way streets to two way streets. That is one of the things that overlaps as well.

Mike Lowe

There is a lot to it because you have to think about the CSOs going in a different direction now, but there is still some of the work that still has to be done. You have to think about your water, you have to think about your sewerage, you have to think about your electricity, you have to think of the technology, and find out do we need lines underneath the streets as we are building them for fiber optics and things like that. All those things we should know. You have to sort of bring it all together. It is just not when you pave a street it is when you pave a street should we be digging it up to replace the water pipes and should we be replacing the sewer pipes and should we be putting in electric lines underground, and should we be putting the high speed internet lines underground. All of those things should sort of come together. We don't want to dig up the streets 4 times in 4 years.

Alderman Vitale

The other thing I think that ties in not only with the motor vehicle traffic is to get the sidewalk connections completed especially within the downtown area. Now also outside of the downtown area in the neighborhood school district. There are many people walking on the roads versus on the sidewalk or in a safe area. I think we should also be trying to be cycle friendly for the cyclists within the city – to encourage that. There are a number of people that would like to take their bikes out, but don't just because it is not safe enough to within the city.

Chairman LaRose

The other thing about transportation I think we need to look at is we have to integrate air transportation, rail transportation, bus transportation, and our vehicle transportation. I don't know what the long range plans are for our municipal airport. Obviously it is not going to be an international airport or anything, but we have to look down the road to being able to have some type of public transportation that brings us to the Manchester Airport. Not only that I think we need to have public transportation that takes us from the Manchester Airport all the way up to Logan Airport.

I think that, and I said this when I was on Public Works and Highways at the State House, to the DOT – I think we have to link all of our transportations together so that we can move people better because Logan is taking a lot of traffic and I think that in the future they are going to have to start looking at different airports that are not that far away from Boston to take you to different parts of the country where theoretically you could land in Manchester and get to Boston just as fast as if you landed in Boston, got out, and tried to move somewhere. I think that we need to look at all our modes of transportation and obviously the – the state is being sued because they want to use some money to build a – to use it for park of the terminal for the train to Boston. I think that we have to start looking at transportation in a different way and how we use our tax dollars for moving people around.

Mike Lowe

I tried to do that just recently – I tried to go from here to Logan and figure out where you could leave a car – the only thing you could do is take one of those buses down there – there is nowhere really to park in between here and Logan. If there was one in Nashua where you could get on a train and go tight to Logan or right to the MBTA then from there go to Logan it would be much better.

Chairman LaRose

That is a good statement. I have a question for Kathy. Recently my brother and sister-in-law went to New York City and they bought tickets over here for Trailways and if you buy your tickets

at least 4 days in advance you get a pretty good discount, and they alerted him that he could park his car in the parking garage for – I forget you buy like an advance ticket so you don't get tagged, and that is before they put in the meters. I don't know if that program is still in effect. I think that if it isn't we should take a look at it. I can see from the look of Kathy she had no idea about it – apparently you didn't anyway. I think that is something that we and the bus line should promote that you can come downtown, get a bus, go to Boston – they went to New York, but there are ways of getting around that is not going to cost you so much money – that you can leave your car somewhere in the safety of a parking garage.

Katherine Hersh

I think that they planned for that. Certainly when we had people in the parking garage that you could just stay as long as you want and pay \$1.60 a day and then you could pay for 4 days or whatever. Now if you look downstairs at the back door you will see that there is box and I am not sure if they are activated yet or not where you can buy parking cards, and that is what I think is part of what they are enabling people to be able to do although I am not sure if there are 24 hour meters anymore.

Chairman LaRose

There probably isn't, but if you buy some kind of a ticket that you can display on your car they will not tag you because they know you paid for your parking because I am assuming that the bottom part of that garage is open 24 hours a day correct?

Katherine Hersh

Yes.

Chairman LaRose

Technically as far as I know you can park there after a certain time for free until say 7:00 a.m., which I think makes a lot of sense for people who live in the downtown that have a hard time finding a place to park especially in the winter.

Katherine Hersh

I don't know if they have taken that into consideration or not at this point.

Mike Lowe

Isn't there something that when we have snow and so forth that you can park in the garage for free for X number of hours?

Chairman LaRose

Until 7:00 a.m. I think it is.

Mike Lowe

What we are doing though and I notice from the Planning Board is we keep assigning spots to that parking garage and sooner or later there aren't going to be any spots left. On a normal day there isn't, but if you have a snow day and you have people parking there because you have a heavy snowstorm and everything there will not be enough parking spaces in that garage because all the people that normally park on the streets are going to have to put their cars in the garage.

Chairman LaRose

Again they have to take them out by a certain time or they have to pay for their parking. Theoretically if I assign business X three spots in the garage it is not necessarily three physical spots, but it is three spots that may be available.

Mike Lowe

That is what I am saying. We're getting to a point where we should know if they are available – if we have 500 parking spots in that garage and we have assigned 450 of them we should know that we only have 50 more to go – there are a lot of stuff that has been assigned that hasn't been used yet.

Alderman Vitale

I would think that if we were talking about planning as far as connecting our transportation mode to go to other areas we should also look at having another stop for our buses besides the main terminal that they would stop like at the park n' ride – have the ability to purchase a ticket there – long range planning type – that could be a place that you could park and take a bus to either airport or other points in the area as a long term type of planning goal.

Katherine Hersh

I think if you get on the bus you can buy a ticket.

Alderman Vitale

That is right, but there might come a time that you would have more than one central location – you would have a central location and an outpost location that you could also do that at. A transfer station.

Alderman MacLaughlin

Following up on that, one possible location for that would be exit 6 in that wonderful visitor's center that has an enormous parking lot that is not as well used as it was projected. If that became such a location for a transfer site or something to do with the bus transportation in our community I think that would be an incredible use.

Alderman Vitale

We also have exit 8.

Chairman LaRose

Your idea about 6 is a good idea. The problem is we would have to negotiate with the State.

Alderman MacLaughlin

Yet I think the State in some cases if they negotiate in good faith they can see the value of having that facility, which they made such an incredible investment in utilized to a greater extent. I think locally we can make the case – we have the talent, we have the great division heads to make the case, we have the experts on staff who can help us with the numbers – obviously in this economy we will not be able to go down and immediately break ground for a commuter rail station, but we have some assets in place such as exit 6 or exit 8, this wonderful bus station right next door here that we could probably begin to coordinate better with.

Chairman LaRose

There is a park n' ride at exit 8.

Alderman Vitale

That is the one I was mentioning.

Mike Lowe

I was thinking exit 6 would be great for Manchester Airport – especially when we get the new road in. Going from exit 6 up to Manchester and parking there and not having to jam up Manchester (the parking up in Manchester) that would be a great idea – 5 times a day or something like that. You have certain flights that go to the West Coast. You can fly from Manchester to San Jose direct now. I did it last year. There are direct flights out to certain places. If the people know that there will be a bus to pick them up and take them to exit 6 then you will get more people using the airport.

Katherine Hersh

One of the organizations that might be very helpful for us to hear from is the Nashua Regional Planning Commission because a lot of what you are talking about are alternative transportation that connects Nashua to other places whether it is to Logan or Manchester or wherever else. Certainly commuter rail and everything else is all related to that airport. Maybe an action item is to get NRPC to come in.

Alderman Vitale

I think that when you connect Nashua to outside communities in that way it opens up our internal bus traffic to another level of rider within the city. Right now I don't know what the profile of our ride is, but I am assuming it tends to be more of an inner city or an apartment dweller that rides on our buses. I think that if you opened that up to connect us up to Manchester or down to Logan that you might actually end up opening that bus traffic within the city up to another level of rider. Just to add to that if they build that bridge from Route 3 over to the airport it would make the Manchester Airport that much closer to us.

Mike Lowe

Where you were talking about partnerships too maybe you could get some of the corporations to buy into that and help to offset some of the costs. You have BAE Systems with hundreds of people going in and out probably every week.

Katherine Hersh

There is Transportation Management Association too that the Nashua Regional Planning Commission runs so that would be another area that maybe we should look at. It seems like you really focused on transportation. Do you want to flush that one out, come up with some action items, and maybe come up with a schedule of what you want to do to take a better look at this and where you go from here? Is that of interest?

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Alderman MacLaughlin

I think so.

Katherine Hersh

Why don't we do this – why don't we put together a list of different people or organizations that would be valuable for you to talk to better understand the issues that you have been talking about. I would think that is where you would want to start right to get those people in. Who are our people to ... our resources?

Mike Lowe

Somebody from the state. Without the state we can't do them.

Katherine Hersh

Okay so New Hampshire Department of Transportation.

Chairman LaRose

I think it would be good if we could get somebody from the Manchester Airport to talk to us about what their vision is, what our thoughts are, how we can maybe get some kind of working partnership between this area and Manchester.

Alderman MacLaughlin

I wouldn't mind hearing from someone from the Nashua Airport or at least in conjunction with Manchester to kind of do a little comparison thing on the potential.

Chairman LaRose

I think what we need to know is what the Nashua Airport master plan is. I have seen it before. I don't know how much more it has been updated – what is their vision for the future? I know that especially for Kathy and myself – more for her than me – the Nashua Airport can be a hot topic because part of my ward up by Sunapee Street and that area – Nashua Airport means a lot to them. Whatever happens Nashua Airport means a lot to them.

Mike Lowe

Citybus.

Alderman Vitale

It is my understanding that the Nashua Airport – that they intend to stay a regional airport as they are now. They would probably see an increase of the traffic that is like traffic to what they have now – possibly more company jets coming in, and increased private use, but I don't see them expanding, and I have been told that their plans are not to expand into any type of commercial traffic.

Katherine Hersh

You might also want to understand better how this relates to the economic development – to the businesses in that area and to all of that. Maybe the person – there is somebody ...

Chairman LaRose

Why don't you put in parenthesis economic impact from the Nashua Airport.

Mike Lowe

I think a lot of corporate jets go in there.

Chairman LaRose

I concur with Kathy – I think that their vision is really pretty near what they are doing now. They are not looking to make it a passenger airport.

Alderman McCarthy

Just to expand on that their intent clearly is to stay general aviation and to avoid scheduled carriers. Scheduled carriers tend to want the general aviation traffic off the airport when they are there because it gets in the way so it is adverse to their goals. I think this came up the last time we talked as well, and I will get Roy and probably one of the members of the Airport Authority to come in and talk to us.

Chairman LaRose

I think it is good to get to know them and for them to know the new Aldermen, to get to understand what they want to do so that we can understand what they want, they can understand what our vision is and the general public gets some assurance that they are not going to be fighting jet liners and things like that.

Katherine Hersh

They are doing some expansion over there. It would be good for people to understand that too.

Alderman MacLaughlin

One of the I think phenomenal uses of the airport as it is, is the vintage aircraft show that they do. I would like to know what revenue is produced just from that event, what benefit there is to the restaurants surrounding – I don't know that there is any way of collecting that sort of information, but there must be a value in its current form that the community may not be fully aware of. We read about it after the show has taken place in the Telegraph and it is a great write-up, but clearly it is a draw and, therefore, there is little benefits in other ways to local businesses. I would like to know what those are.

Alderman Vitale

I agree and maybe when we are talking about transportation the one thing that would be nice to tie in – right now the pilots do come in and if they are flying in they obviously don't have a car on board with them. To be able to possibly have a time that you can get those people to another part of the city. I don't know how long they stay. They probably have a profile of the type of pilot they have that comes in and how long they do stay on the ground, and what they do while they are on the ground. How do we get them to another area of the city if they would like to be there?

Mike Lowe

There are an awful lot of pilots that actually put their planes here and tie down their planes here. I think there are over 200, which is a huge amount for such a small airport.

Katherine Hersh

Okay other resources?

Chairman LaRose

We need rail.

Katherine Hersh

Let's talk to the Nashua Regional Planning Board? They can talk about – one of the things that they will talk about is rail.

Chairman LaRose

The rail service that we are going to have is really the MBTA. I don't know if at some point in time we could get somebody from there to talk to us.

Katherine Hersh

Actually NRPC has been the coordinator of all of the rail, all of the engineering contracts and all that has been going through them.

Alderman MacLaughlin

Perhaps somebody from Amtrak could be of use too having experience as they do in commuter rail projects elsewhere.

Katherine Hersh

Should we do all of that together if you wanted to do MBTA – maybe we could tell NRPC we

want to do – have a discussion about rail and make sure that they bring the right people – how about that? Okay.

Chairman LaRose

I think it is probably more possible for it to happen if we are at the point where it is actually going to happen versus we are still talking about trying to get it here.

Katherine Hersh

We go to court next week.

Alderman Vitale

When we are talking about rail are we looking at it in terms of what would be say over in Exeter, Portsmouth...

Katherine Hersh

The ones that came up through Haverhill and along the coast?

Chairman LaRose

That is the Portland one.

Katherine Hersh

Isn't that commuter rail?

Chairman LaRose

It is a commuter rail. It stops in Exeter, Portsmouth; it stops at UNH – at certain times, not all the time. I know my nephew works in Boston and he lives – he goes to Haverhill to pick it up – he lives close to the border.

Alderman Vitale

I would find it helpful to have somebody from a community like Exeter come and tell of the benefit it has to their community and how it fits into their neighborhood of where the stop is, know how the neighbors dealt with the stop when it came in, and what the overall opinion is. How is the rail as a neighbor?

Mike Lowe

Where we're putting it is a good spot to put it because there are no homes in the area. The biggest problem I found is I used to go to Boston quite a bit and go down to Lowell and do it – it was where to park. Sometimes I had to go to North Billerica because I couldn't park in Lowell. There were just not enough parking spaces.

Chairman LaRose

The train stops in North Billerica?

Katherine Hersh

Yes.

Mike Lowe

The one thing when we do this and get this in is the one thing we will need is parking spaces.

Chairman LaRose

I am assuming that all of this talk about the railroad – they are talking about commuter rail and not like they did in the '80s where it was commuter rail but they thought that on the weekends that all of Nashua was going to go to Boston and that they geared the price of the commuter rail ticket too low and they ended up – there are two ways of looking at it I think Gilford really didn't want to do it anyway, but one of the excuses was well we didn't expect that many commuter people would take the rails and so tickets aren't priced right. I think that is one of the things that we really have to concentrate on is pricing the ticket correctly and that it is commuter rail and that on the weekends you can't expect a flood of people. The fact is unless they have some kind of a program that there is a discount or something because if you are just you and your wife and you are going to Boston it makes some sense to take the train, but if you are a family it makes a lot more sense to take your car and park it at Airwife for \$6 and then go into Boston that it does to take the rail.

Katherine Hersh

I think they have taken a lot of that into consideration, and also making sure that there are enough runs back and forth each day that it is comfortable and easy – you don't feel like if you are 5 minutes late for the train they will not have another one for 1 ½ hours. That is something that really discourages people. They have taken all of that into consideration, but I think it is really important to have NRPC come in and talk about commuter rail and where we are at with it. Hopefully our state will see the wisdom of supporting funding it.

Chairman LaRose

I think the state has the wisdom. We have a political process to go through first. The conversations I had with DOT they seem to be very positive.

Katherine Hersh

DOT is very much in favor of it, absolutely they are very supportive.

Chairman LaRose

I think there is a little political process that is working behind the scenes.

Katherine Hersh

I think so too. Is there anybody else that you want to come and talk to you for all of the things that you talked about? Let's take a quick look back and see where we are at with all the transportation things that you talked about?

Chairman LaRose

Kathy I think that under DOT what is it that we are going to talk about with DOT the roadways or public transportation?

Katherine Hersh

Well maybe what we need to do is have NRPC come in first and then once NRPC comes in we can see whether or not there is any value in having DOT come in because NRPC is our regional connection to DOT and they focus on the regional plan that is part of the state plan so that may be all we need.

Chairman LaRose

Any major highway project has to go through NRPC. They have a formula that they use. Like this year I think it is they present their plans for road and then next year when they start to budget they start looking at what they are going to fund.

Katherine Hersh

Once we are done putting together our list of resources then we are going to prioritize them and stick months on them and know who is coming and decide do you want to have a meeting just dedicated to this and not deal with legislation or do you want to set aside an hour for each meeting and all that other stuff.

Chairman LaRose

I think that at some point in time we still need to talk to DOT because I think we have to let them know as a political entity what we are looking for that we want to work with them. I know they want to work with us. I don't think that we can go around saying that they don't do anything for us because the truth of the matter is this area has gotten a lot of stuff, but we still need a lot more.

Katherine Hersh

Commissioner Murray is always very willing to come and talk to any group. She has been very accessible.

Alderman Vitale

I believe it would be helpful with DOT just to have an update and plan what the effect on Nashua would be of the plans to come forward with the bridge coming over exit 9.

Katherine Hersh

That is another one that you wanted to talk about – circumferential. That is another one that NRPC will be your first stop.

Alderman Vitale

I think that when you think about taking traffic out of the central part of the downtown – that traffic that really wants to be through traffic – right now I am assuming most of the traffic just goes through, and some of that traffic will take the new bridge over or any other ways that they determine wherever they put the bridge – they will take that bridge over. We will want to long term know how to keep those people coming back to our downtown to use the downtown just not on those days when they don't need to or want to be there. To keep the downtown and advertise in such a way in what we have to offer in Nashua to keep those people – to bring those people back once they find a new way to get to their jobs or wherever they go for the reason that they will want to use that bridge, but to plan in such a way that we keep them here for the things that we want them here for.

Katherine Hersh

Right now they are a captive audience and they won't be as much as a captive audience is what you are saying.

Alderman Vitale

From what I hear they don't necessarily stop on those days because it takes them so long to get through that they are not necessarily stopping as often as we would like them right now.

Katherine Hersh

One of the other roads that we should put on our list is the Broad Street Parkway. That would be something that we really probably sooner than later should really get an update on and understand. A lot of these are – as we talked about they are transportation issues, but they really overlap with Planning & Economic Development because they are planning issues as well and they effect economic development. The Broad Street Parkway is really an economic development project as much as a transportation project.

Let's go back one more time and look at our list. We talked about planning our infrastructure so this is local and parking plans that are all DPW oriented things that are master planning things. Evaluating our roads and capacity – that is what we talked about as DPW. Airport we already put in. The bus– integrate with the airport rail bus, Manchester airport, buses to Logan. Is there anybody else that we want to put on the list – DPW? I think you have to – Broad Street Parkway right?

Mike Lowe

Downtown parking lots too.

Katherine Hersh

This looks like a pretty good list so far. What do you want to do first – what is your highest priority?

Alderman MacLaughlin

It is hard to establish which one might be more important because they are all linked. It may be that they are equally important and also it depends on their availability to appear before us based on our meetings too.

Chairman LaRose

I think that they are equally important, but I think that there are certain things that we probably can do quickly versus like Manchester Airport and things like that is something down the road. I think maybe the first thing we want to do is talk to Citybus.

Mike Lowe

The airport that road is going to be open next year isn't it?

Chairman LaRose

I think they are going to start this spring.

Alderman McCarthy

They still have to build a bridge.

Chairman LaRose

That will be a 2-3 year project I think.

Katherine Hersh

If the Eagle doesn't nest.

Alderman McCarthy

I actually think there are a couple of natural groupings. I think we could have DPW come in and talk about some of the local projects, we can get Citybus to come in, and we can talk to the Nashua Airport Authority. The others are more regional stuff, and I would suggest that we start by getting NRPC to come in and probably we want to do that first then ... I think NRPC actually knows a lot about all of those regional topics, and can then schedule some further meetings and get Commissioner Murray to come down if we need to or somebody from the Manchester Airport Authority to come down and talk to us about those plans if there are still questions, but I think you may actually find that NRPC knows enough to get you through a long time about the state of any of those projects.

Katherine Hersh

You think start with NRPC?

Alderman McCarthy

My suggestion would be let's set up meetings to have somebody come in to talk about Citybus, let's get NRPC on the calendar very quickly, DPW, and Roy Rankin from the Airport Authority and start with those, and then we will probably schedule more regional things around NRPC and other quest stars.

Chairman LaRose

I think that is sort of what I was thinking of. I am well aware that NRPC has tons of information and they work with all these guys, but I would still like to see some of these guys in person because I think you have to try to build a consensus – it is really a P.R. thing that we are interested in what is happening at the airport, we're just not Nashua and we don't care about – I think that we need to show to them that we care about that airport, that we want to be a player in

it.

Katherine Hersh

There is another project that we are working on with NH DOT. 101A – I know NRPC is the one that is coordinating that too and actually DPW is going to manage that.

Mike Lowe

It should be on the list.

Katherine Hersh

Thank you. The other one I was thinking of is the Thoreau's Park. It is the overgrown pieces of property that are directly across the street from the Main Street Marketplace where Salmon Brook is. DOT bought those two pieces of property; one on each side of Salmon Brook as part of the mitigation for the F.E. Everett Turnpike, and we, the Community Development Division, submitted a concept plan for a park there, which we have called Thoreau's Park back last spring. Calling back and forth and the DOT had to go and get structural analysis, environmental analysis, etc. so they have been working on all of those things, and we have been talking back and forth. What I don't know is how much DOT is going to pay for the improvements to the park. They are generally going to loam and seed and make it safe, and we have a greater vision than that. We have some pads through it and some public art and so on. There is a gap in funding, which we have gone to capital improvements for, but that would be a really good thing for DOT to come down and talk to us about at some point because we want to really enthruse them and make them a partner so that they don't feel like it is us against them over who is putting the money into this. I really don't want to go up there and negotiate that. I really would love for them to be so excited about this – the value added to this park that they are enthusiastic, and I think meeting with them would help.

Alderman McCarthy

I just want to point out that the Capital Improvements Committee did its rankings last night and the Thoreau's Park was actually one of the highest rated capital improvements projects in the plan for the coming year.

Katherine Hersh

You want to start with NRPC and you really want to – this is sort of like the number one and these are two to ... tape flipped ...

I am saying this is the highest priority and then these three are the next cluster of priorities. We still haven't talked about how you want to do that – if you want to do that – do you want to have somebody come once a month to one of your meetings every month and spend an hour or an

hour and a half or do you want to ... you have to think about how you want to organize that so that it is comfortable for you so you don't feel like this is overwhelming and instead you look forward to it.

Chairman LaRose

I guess it has to depend on what kind of a calendar we have. I would defer to the Chairman. I don't want to make his decisions, but I think that something in that order – these are the priorities that we have – I would put DOT number 3 because I think that we want to talk to DOT because there are a lot of different things that we are talking about – we are talking about roadways, that park, rail transportation – I think at least those 4 things that we want to talk to DOT about. As far as the Manchester Airport that is something in the future, but it is something that makes a lot – I think that the Manchester Airport you probably want to start talking to them when they start the construction of the access road. I think that is probably a good time to talk to them. The access road to the Manchester Airport is probably something that we want to talk to DOT about. Where are they with it, is it still on track, do they still have the money, are they going to have to move it again because of the Eagles, etc. I think that has all been taken care of because they did move it 500 feet.

Alderman MacLaughlin

I think the grouping as Brian suggested is a good thing because I can see a flow from this. We find out first where the region is at because there are many things already in the pipeline and a lot of groundwork laid and then we take a look locally at what we do to correlate so that Nashua can become a greater player in those projects, and it ties in nicely with how doing that will work to the advantage of the state and then you really put out the things that are just beyond our control to the very end. I think there is a nice flow to that.

Alderman McCarthy

If I might suggest – I think there is actually a set of meetings that present themselves from this. What I would do is try to get NRPC to come to your next meeting to talk to the committee. Perhaps the meeting after that look to talk to Citybus and the Nashua Airport Authority – I think we could probably do those in the same evening. After that to have NRPC come back perhaps with NH DOT to talk about some of the regional issues from that perspective. Parallel to that what I would like to do is set up a joint meeting between this committee and Infrastructure to hear from DPW about street plans because I think there is significant overlap there. I think that gets us through all of the short term ones. It leaves out Manchester Airport, but I think that is a ways down the road as to where we need to talk to them anyway.

Katherine Hersh

Is everyone in agreement on that?

Chairman LaRose

That sounds good.

Katherine Hersh

Okay so the first meeting with NRPC. The second meeting is Citybus and Airport. Third meeting is NRPC and DOT. Concurrent with that someplace over here is a joint PEDC/ Infrastructure. Then you go from there.

Chairman LaRose

I would like this to be presented to the Chairman and see what he thinks. If he is in agreement he can set these meetings up, he can talk to the Chairman of Infrastructure and get a dual meeting.

Katherine Hersh

What I would like to do too – I still would really like to give you all the opportunity to ride the Citybus and maybe do the presentation on the Citybus so we can still do it the same night, but I can be a little flexible.

Alderman MacLaughlin

Maybe we could take the bus out to the airport?

Katherine Hersh

That is not a bad idea.

Chairman LaRose

I don't know if it was tongue and cheek or not, but I think that is not a bad idea. I don't know when you want to do it. I don't know if everybody is available to do it on a Saturday or not because I don't think you want to do it at night. You are not going to see anything. If you do it on a Saturday morning or something you get to see the Airport in daylight and ...

Alderman MacLaughlin

It would be kind of nice to do it when the traffic is at its heaviest too because then we could understand some of the challenges faced by the riders who try to use the service on a typical basis.

Chairman LaRose

I think on a Saturday morning you are going to see that there is a lot of traffic. Like I said if you can pass it by the Chairman and see what his feelings are.

Alderman McCarthy

I will talk to the Chairman.

Katherine Hersh

Okay you are all set.

Alderman McCarthy

I guess this still leaves us with other things that the committee eventually needs to attend to not the least of which is the zoning ordinance update. Maybe we want to spend some time thinking about how we want to approach that.

Chairman LaRose

It was my understanding that the Chamber by the end of January was supposed to come in with a report. Do you know where that is?

Alderman McCarthy

No I don't. I have to get in touch with the Director of the Chamber and talk to him about that. I think Alderman Rootovich has been trying to do that. At some point, we will need to elevate the public process on the draft ordinances and get them the attention they deserve. They were also presented again to the Capital Improvements Committee again this year because I think at this point we need probably another \$100,000 to get our consultants back on line to deal with what will come up during debate. That was also a highly rated project. We have \$200,000 invested in those ordinances at this point. We really need to move them forward and get what we paid for.

Katherine Hersh

Want me to put that on your list?

Chairman LaRose

You might as well so we don't forget about it.

Alderman McCarthy

Does everybody on the committee have a copy of the latest draft?

Chairman LaRose

No.

Alderman MacLaughlin

I don't think so.

Katherine Hersh

I can provide.

Alderman MacLaughlin

Can it be printed on paper?

Katherine Hersh

It is. It is too big to put on a computer.

Alderman McCarthy

Do you want to just read it or do you want to have somebody come in and talk about the substance of how it is laid out?

Alderman MacLaughlin

It would be easier for me to be able to read through it first before our discussion that way I know what I am looking at.

Katherine Hersh

It might be helpful too to have that opportunity to read it, to go through these few, and then hopefully the Chamber will come back with some of their reports at which time you can take the time to focus on the land use ordinances at one time.

Chairman LaRose

I guess we are finished with transportation - is everybody in agreement? Why don't we do technology?

Katherine Hersh

We actually did technology. We did that at the beginning. That was another thing that we had talked about was having somebody come in from IT and talk so you might want to put that on your list as well. You said you need to review a plan and then meet with technology staff so that is another one to put on the list, which leads me right back to do you want to start with these? Transportation seemed to be the thing that kept coming to the top in all of your discussions so you might want to start these ...

Chairman LaRose

I think for the overall people of Nashua that transportation is something that is a lot more important to them than the technology for City Hall. I am not saying that technology isn't important, but I don't think – it is more important for the business aspect of all of us than the city in general.

Katherine Hersh

Is there anything else that you want to talk about?

Chairman LaRose

What is it that we haven't talked about?

Katherine Hersh

I can tell you one of things that I am working on. I am not sure if it is particularly on that list – that is going to come up in the next few months and that is the economic development strategic plan.

Alderman McCarthy

It is under quality of life.

Katherine Hersh

That is a really good place for it. The new Economic Development Director starts Monday. I am very excited about that. We did put out an RFP last spring and have consultants ready to go so how we want to handle that if he wants to go back out or if he wants to just review those and see if any of those are still interested and if those fees still hold he might just want to move forward, which would move us right along. Once that process starts to happen I would say in another two months if he does that we could be back in here looking for input so that would be another one.

Chairman LaRose

Where is his office going to be?

Katherine Hersh

His office is – do you know where Urban Programs, where the Fire Marshall's Office used to be – back in there.

Chairman LaRose

What about his assistant is that being pursued?

Katherine Hersh

Well with all of the budget constraints we're looking at that a little bit differently. I still think there needs to be a second position in there, but I am not sure it would be the assistant director type of position. I am still looking at that.

Chairman LaRose

I am assuming you have met him Kathy – you probably knew him before?

Katherine Hersh

Yes.

Chairman LaRose

How about you Brian?

Katherine Hersh

I don't know if there is anything else that you want to focus on at all or if you ...

Alderman McCarthy

I would like to do the same thing that we just did for transportation with Economic Development. There are certainly other organizations that we should have contact with.

Katherine Hersh

One of the things that we did not – there was economic development and what are the things

that we are looking for, etc. We could just jump right to the resources and start with that or we could go through the rest of it. It is up to you.

Chairman LaRose

I would go right to the resources. I guess what we need to talk, in my opinion, who we need to talk to first is bankers. What is their outlook? What do they see happening in the City of Nashua? Chamber – the whole thing is really about the business people in the City of Nashua, and what is their outlook, what do they think can happen?

Alderman McCarthy

The Chamber had a session last week on exactly that.

Katherine Hersh

Somebody did tape it. I don't know where they were from, but I saw somebody taping it.

Chairman LaRose

They do that every year.

Katherine Hersh

Maybe what you want to do is have one night where you have a number of resources come in and just do a roundtable to talk about some of the issues. You might come up with a series of questions – where do they see the market going, what is the greatest ...

Chairman LaRose

Real estate developers – what do they see in other communities, what can happen in Nashua, what are our assets and liabilities?

-
Alderman MacLaughlin

I would like to hear from some of the retailers – not necessarily the national chain retailers because they are impossible to get a hold of anyway, but the local based ones who have had so much success in the community and in deed who are the heart of the local business. Especially in emphasis right here on Main Street and the surrounding blocks because these are people who are called upon time and time again to make downtown the magnet for local commerce, and they are doing it and have some great success stories. Some of them have such incredible histories here. I think getting their perspective on what is going on around them with the development of other commercial undertakings with the mall being one of their major competitors. I would like to get their very local point of view because I think it is integral not only

now, but in the future as well.

Chairman LaRose

It probably wouldn't hurt to get the mall manager or two – like the manager of Pheasant Lane Mall, the manager of Nashua Mall now that they turned that mall around. I think maybe we would like to probably hear from somebody that is in a restaurant business – it is not the same kind of retail as clothing and things like that, but it is still retail.

Alderman MacLaughlin

One of the things I would like to hear from – Ginny Szymanski who is the General Manager of the Simon Property at Pheasant Lane Mall is what is in their plan to support our community at a greater level than they have in the recent past because right now there is a perceived negativity even at the charitable level as far as the perception out there may be closer to reality than we know in that the mall is not doing all it can to be a viable partner in our community to spread its good fortune and to benefit local organizations. I think we could all benefit from a discussion of that nature. They have a great marketing department, but it doesn't seem to be something that is integrated – in terms of vision it seems to be very secular. They are just too big and too big a piece of the economy here. It would be nice to see if the city were to reach out to them for charitable causes or community causes where their thoughts are, what their strategy might be.

Alderman Vitale

I can't tell if it is on the list up there, but for the real estate people that rent out the office space within the city – I would like to hear from them and projections on filling up some of the empty office space.

Chairman LaRose

Construction? At the last Planning Board meeting Peter Bonnette had a pretty nice looking presentation – shot on something that he is looking at doing that is very interesting. Peter is at the point where he is getting to be a pretty large player in the City of Nashua.

Katherine Hersh

You might want to consider John Mitterholzer from the Greater Nashua Downtown to talk about downtown.

Mike Lowe

Is there any expansion of the library in the works at all? I know that they talked and talked - it never seems to happen.

Katherine Hersh

There have been expansions going on inside – when they built that library they built it to expand inside. I don't know of any outside expansion that has been planned. They have actually done a lot of expansion on the inside. I think it is pretty well done.

Alderman McCarthy

They still have an expansion plan in Capital Improvements.

Katherine Hersh

For?

Alderman McCarthy

The east wing.

Katherine Hersh

That doesn't exist or it is into the east...

Alderman McCarthy

I think it is completion of more internal space.

Chairman LaRose

It is not for their doors?

Alderman McCarthy

That was apparently funded last year.

Katherine Hersh

The other thing that I think is a real economic opportunity for the city that we need to take advantage of is the riverfront. Whether that is part of the Great American Downtown discussion, which would be fine – we will just add to that.

Chairman LaRose

The bridge.

Katherine Hersh

Yeah that whole riverfront. I will just put riverfront on here.

Chairman LaRose

You have spent the money for that right?

Katherine Hersh

Yes. Quite a bit of money for all that stuff.

Chairman LaRose

Kathy do we have housing somewhere under some category?

Katherine Hersh

Alderman Johnson mentioned affordable housing as something that she didn't feel that we were doing well and then when we talked about what we really want to see in the next 25 years my intent was all the things we didn't think we were doing well they would end up over there, and she didn't put it up. She should have put it up because I know that was an issue for her. We can put it up – quality of life-affordable housing.

Chairman LaRose

Does affordable housing and housing also come under economic development?

Alderman McCarthy

That was actually one of the central discussions at the Chamber lunch last week. My personal opinion on it is it is a rats nest issue because it basically all centers around land cost and whether somebody is willing to develop a piece of land at a price that will support affordable housing. The immediate conclusion everybody jumps to is gosh what you really need to do is give super high densities to get affordable housing and that doesn't necessarily lend you the product that anybody wants in the end. There was a lot of that same discussion at the Chamber. Mike Monks who is active in commercial real estate marketing didn't seem to think that was a key issue, but there was discussion about work force housing. When you look at it, it is just – I would like to understand the economics behind it and how we would make it work. The example that always gets brought up was Corning. You look at Corning – I don't know where those people were going to live. Corning's average salary was \$30,000 a year. Two people working there making a combined income of \$60,000 a year cannot afford to buy a single-family

home in the City of Nashua.

Alderman Vitale

That goes back to saying what is affordable housing. It is different for anybody that you ask on what is affordable and what type of businesses that you bring to the city. I always look at it as affordable housing is somewhat different than say low income housing and I think people tend to mix those two together. We do have in Nashua quite a variety of housing. I don't know if there needs to be more of that. I don't know if we are heavier in one area than we are in the other. I do see Nashua as having a variety of housing. It might be something that we should explore further, and be able to maybe break out our housing and find out within the board exactly where we stand on the various levels of housing and what the economic levels of the people within those housing groupings are.

Katherine Hersh

One of the things that Dan DeSantis did, he was our previous Economic Development Director, when he first got here one of the things that he did was a fiscal land use analysis, which was really cutting edge and not anything that as much as we tried to get it into a condition palatable enough that we could present it to the Board and to the community and have a discussion about it without people really reacting in the wrong way – it never got to that point. The reason that he did it was more for himself. He did it to understand the land uses in the city and the impact on the tax rate of that. What he found was that there was a very very low percentage of our land is industrial land for example, and what that generates in taxes on a parcel by parcel basis as opposed to residential as opposed to commercial, etc. One of the discussions that we had was whether it should be done parcel by parcel – industrial parcels are much larger for example than residential parcels or should it be done on acre by acre or – some of that was really difficult to get your arms around and I think we were afraid that would be part of the discussion. It is exactly a lot of what you are talking about is how do all those things fit together and what do you really need of one versus the other and – to have a viable community 50 years from now.

Mike Lowe

I have spent a lot of time up in Canada and St. Leonard, which is a small town on the other side of the river has a lot of affordable housing and the way they have done it is that they have grouped their seniors so that it is for seniors and they have gone up 6 or 8 stories and they have parking underneath, and as Brian says it is compact land use. Each one of the senior citizens owns his own apartment, and that way you get almost the best of all worlds because the seniors want to stay in town but they can't stay in town because they are sitting on a house that is taxing them out of their existing – they are paying 20% of their total spendable income on property tax. That is the biggest problem we have here, and it is not our fault. We have to come up with a different way of doing this.

Alderman McCarthy

I actually in a lot of ways I think we are way further ahead on the problem of senior housing than we are on affordable work force housing. When we look at doing density for the work force housing it is not clear that is the solution that a lot of our workforce would be interested in having. If it comes down to do I buy a dense condominium type unit in Nashua or for the same price do I buy a house that is out in Wilton or past there and commute a half an hour or an hour each way every day, but live in a single family home on a larger lot I don't know I think a lot of people make that decision from what I have seen. You could solve that, but it is all tied to the land price.

Mike LaRose

You could go from one to the other. When I first got married I lived in a small house in Rhode Island and then I moved to a bigger house and now I am in a bigger house and now – well my son is living with me too now, but there was just the two of us living in this big 8 room house and it was getting to a point almost of can we afford it. The problem is that you look at if you go somewhere else in Nashua and buy a condominium we save some money, but in the long run it is actually worse for the city because somebody moves in that has 3 kids and now all of a sudden it is costing the city more to have that house than it is for us to be in that house.

Alderman McCarthy

Keenly aware of that phenomena.

Mike Lowe

That is the problem we are having is if it is too much more you will force the seniors out and who will replace the seniors – the people who have 3-4 kids, and the seniors don't cost you 70% of your tax rate whereas the other one costs you 130% of your tax rate. Those are the things that you have to look at real close. How do we keep the people in the city and yet not create units that are so high in taxes that they don't want to buy them?

Katherine Hersh

I realize that housing is certainly part of economic development, but housing in itself in another issue so I am not sure whether or not this committee wants to focus on housing or whether Human Affairs, which tends to be their ... is the better place.

Are there any other resources for economic development? Any ideas how you want to do this? Are you thinking of having all these people in at one time? Do you want to break them up into groups? What are you thinking? Is there a number of questions that you want answered so maybe there is a panel of people or maybe there are two different topics and you have two different panels on two nights?

Chairman LaRose

I think maybe we should come back to this at a different meeting. We have more or less set up some meetings for the transportation, and take care of that, and then probably come back to this.

Katherine Hersh

Okay so this is like the second tier of stuff. Great.

Chairman LaRose

Does anybody else have anything that they want to put on here? We can call it a night I guess. Is there anything else you want Kathy?

Katherine Hersh

No I am all set.

Alderman McCarthy

I am just looking at that list and I think what would be an interesting roundtable for us to do is to invite a number of those people in particularly bankers, Chamber of Commerce, developers and start out by posing a question to them, which is what do they think we need to do to promote economic development. Let's get some different perspectives on that and then see what we think the tradeoffs would be and what do we think we need to do and what do they think the tradeoffs would be on our beliefs of what we need to do.

COMMUNICATIONS - None

-
UNFINISHED BUSINESS - None

NEW BUSINESS - None

DISCUSSION

-
ADJOURNMENT

MOTION BY ALDERMAN MACLAUGHLIN TO ADJOURN
MOTION CARRIED

The meeting was declared adjourned at 8:43 p.m.

Alderman Kathryn D. Vitale

Committee Clerk