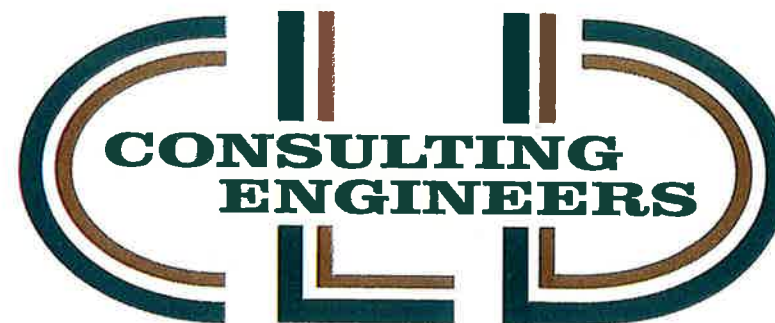


Rochester Riverwalk Master Plan



Spring 2007



Rochester Riverwalk Committee

Rochester Riverwalk Master Plan Acknowledgements

Riverwalk Committee

David Walker, Chairperson

- | | |
|------------------|-----------------|
| ◆ Bob Steele | ◆ Andrea Lemire |
| ◆ Julien Savoie | ◆ Mark Perry |
| ◆ Janet Pelley | ◆ George Allen |
| ◆ Lorie Chase | ◆ Wes Fluern |
| ◆ Lisa Stanley | ◆ Jeff Winders |
| ◆ Peter Bruckner | |

City Staff

- ◆ Rochester Police Department and Captain Callaghan
- ◆ Public Works Director, Melodie Esterberg
- ◆ Community Development Director, Kenn Ortmann

The Riverwalk Committee also wishes to acknowledge the anticipated future cooperation with CORE and the Main Street Program.

Rochester Riverwalk Committee

Purpose and Mission

- The three principal purposes for the creation of a Riverwalk along the Cocheco River in central Rochester, New Hampshire are the enhancement of pedestrian mobility and circulation, connection of the urban center to the river corridor, and provide opportunities for recreation, education, and healthful outings.
- A Riverwalk will enhance mobility and circulation of people within the City. Pedestrians will more easily reach their destinations. They will travel safely and conveniently from place to place, connecting destinations. The design will be for inclusive use, serving diverse segments of the population, from babies in strollers, children, students, athletes, and teenagers to people with disabilities, adults, elderly, and non-drivers. The Riverwalk will encourage pedestrian travel within the City and tend to lessen the use of motorized vehicles.
- The Riverwalk will enhance access from the urban center of the City to both urban and natural segments of the Cocheco River corridor. It will be designed with an appreciation for natural resources associated with the river: water and wetlands, soils and plant life, wildlife habitat, aquatic life, air, and river flow. The Riverwalk will reduce congestion in the urban setting and provide open vistas, fresh air, and natural scenery. Urban amenities will be incorporated into the design for safety, comfort, and convenience that is sensitive to the urban—natural interface.
- Users of the Riverwalk will be able to have positive experiences for recreation, education, nature study, and good health. Private property rights as well as public user rights will be central to the design. The trailway will be well marked, easy to access, and well interpreted in a variety of media and topics. Committed citizens will work with City staff or safety, maintenance and recreational activity based on the Riverwalk.



Committee Directive

- In August 2006, the City of Rochester published a detailed Invitation to Bid/Statement of Qualifications/Request for Proposals for consulting work related to development of a Master Plan for a Riverwalk trail on the north side of the North Main Street Bridge. The vision was that a Riverwalk Master Plan would be developed.
- The Master Plan would build from information developed as part of "The Plan for Downtown Rochester" dated June 2003 and as part of the document developed from the Plan NH Charrette held on September 10 & 11, 2004. In both documents, the river was recognized as an important natural, cultural, and historic community resource.
- In order to expedite initiation of a path, the City plans to begin the project utilizing existing links between the river and City-owned parcels, such as the Hanson Pines parcel adjacent to the Community Center and High School sites.

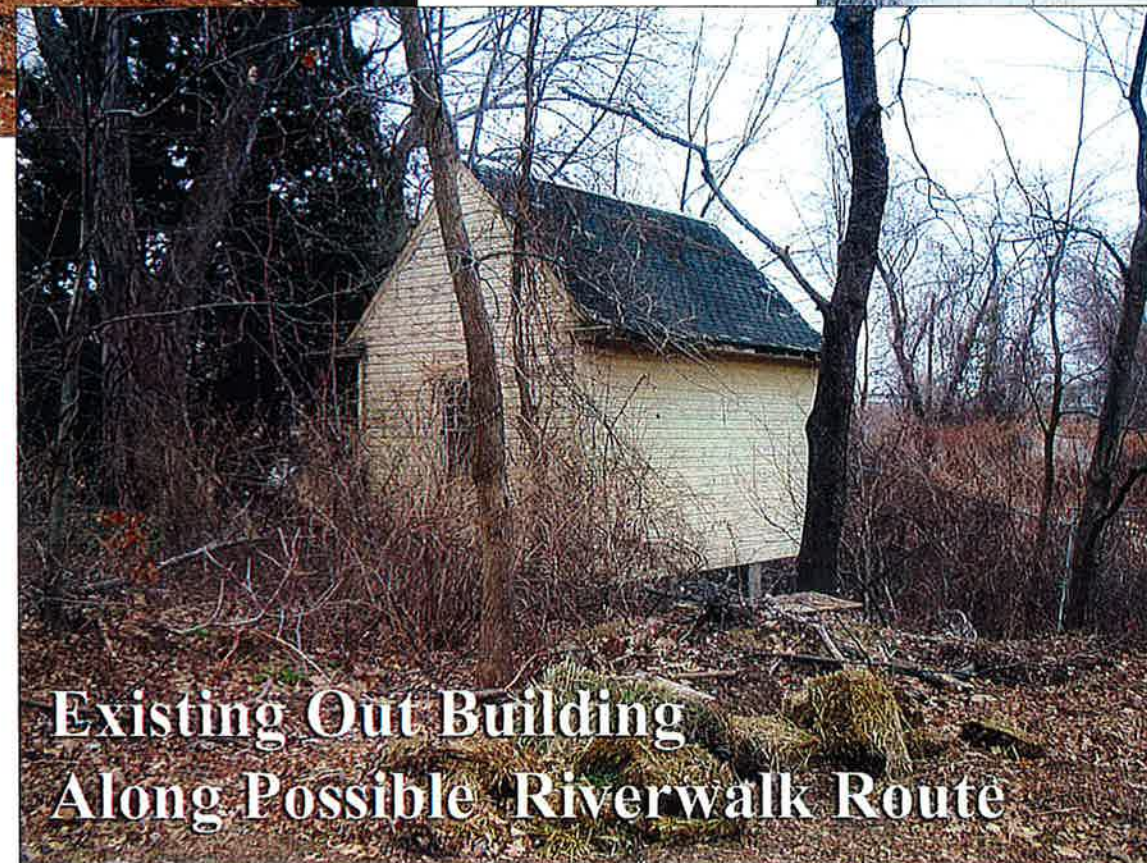
The Area



**Existing Path
Hanson Pines**



**Opportunities to
Create Lookout
Points Along River**

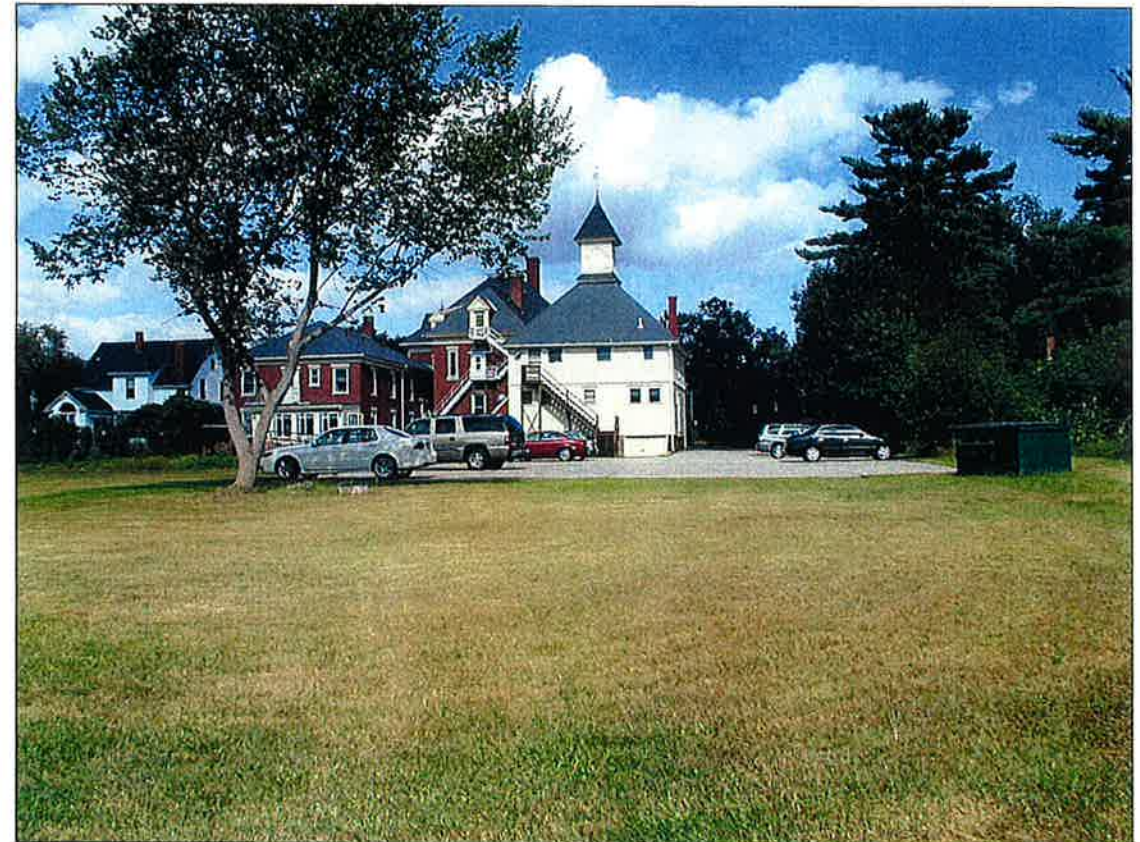


**Existing Out Building
Along Possible Riverwalk Route**

The Area-continued



The Area-continued



The Vision

- The Department of Public Works and the Riverwalk Committee envision that the Rochester Cocheco Riverwalk Project would be developed in phases.
- Phase I would consist of upgrades to the existing path adjacent to the Community Center, follow the east side of the river, and terminate at Union Street and/or North Main Street.
- The Phase I portion of the project will be designed to set a standard for pedestrian and bicycle facility improvements as part of the City's plan to provide safe access between community facilities and downtown. The project is intended to provide sensitive development of the pathways giving people better access to river resources while also helping to accomplish the goals of providing important pedestrian connections throughout the community.
- The Rochester Riverwalk Committee has noted over and over that it is not the intent to utilize taxpayer money to directly fund any future portion of this project.

Public Hearing

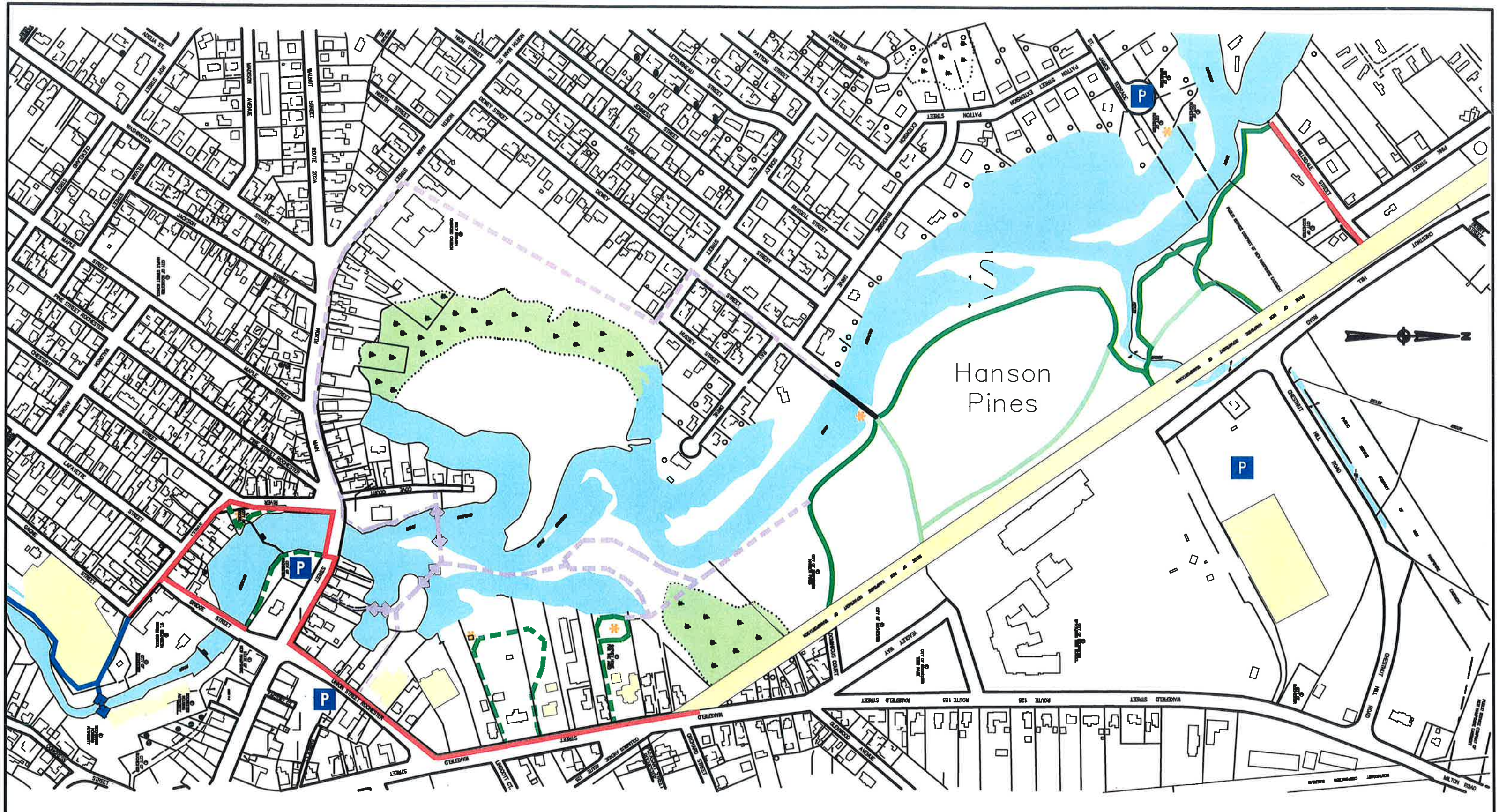
- On January 30, 2007 a well attended Public Hearing was held at City Hall. Nearly 20 interested parties offered ideas, opinions, and goals for the project. Although many safety concerns were expressed, many in the room offered hope that a successful project could be designed and implemented, resulting in an improved area.
- The Police Chief spoke and affirmed that the City is already working hard on an ongoing effort to “clean-up” Hanson Pines. He also stressed the importance of not giving up on Hanson Pines. Although many were skeptical that the Pines could be made “safe”, many in the room nodded that they believe that more use in the Pines is likely to help drive out those that are there for inappropriate purposes.
- Nearby residents noted the importance of the wildlife in the area and the need not to drive them away by providing too much activity or lighting.
- The need to expand the Phase I portion of the Master Plan to the downtown area was stressed by many in attendance.

The Results: A Master Plan

The following sheet gives an overview of the initial vision of the Master Plan. Although the “ideal” Riverwalk would follow directly along the edge of the river, utilizing boardwalks and bridges, specific items were uncovered during the investigative process which required sensible, realistic incorporation of the obvious limitations. At this time, some specific examples of the limitations which were identified for avoidance include:

- Areas of difficult topography
- Sensitive wetlands
- Abutter concerns about liability for public access on private property
- Limitation of available land area (buildings too close to squeak a path past)







- | | | | |
|---|------------------|---|--|
|  | Parking |  | Proposed Trail |
|  | Parks/Boat Ramp |  | Existing Sidewalk/Trail |
|  | Trails By Others |  | Future Trail |
|  | Existing Trail |  | Existing Trail Not Part of Improvement |




Rochester Riverwalk Master Plan



KNOWLES
DESIGN
landscape architecture
graphics, renderings & design solutions



CONSULTING
ENGINEERS

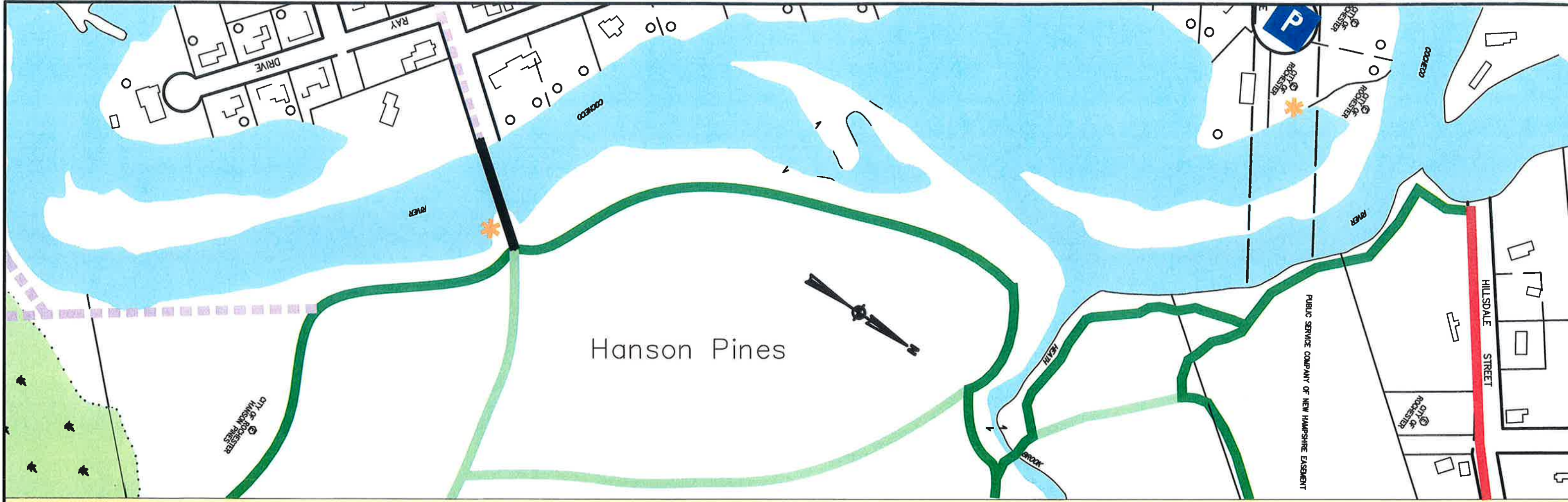


CASTAGNA
CONSULTING GROUP, LLC

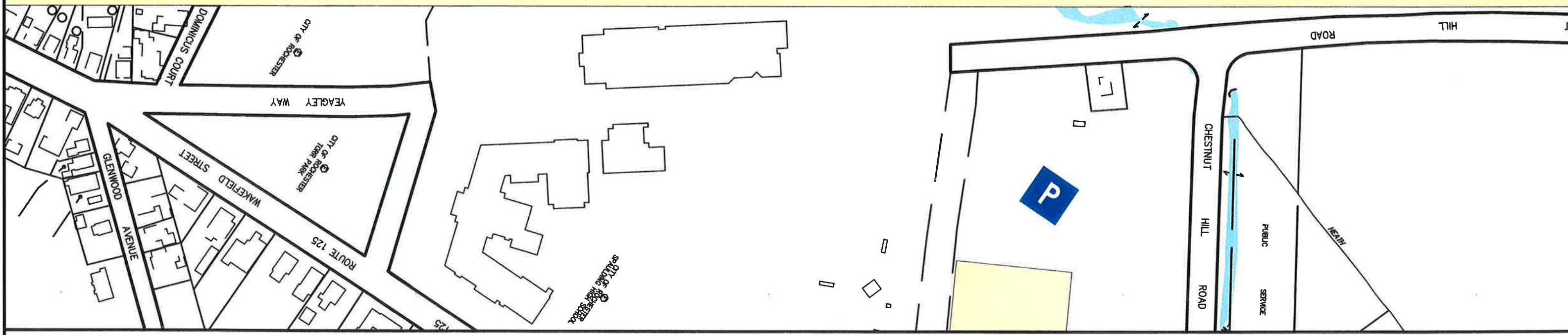
Phase I – Hanson Pines

- Following is an overview diagram of the Phase I – Hanson Pines portion of the project. Additional conceptual information follows later in this report. The Hanson Pines portion of the project was given slightly more attention than other areas. The purpose of the additional attention was such that a volunteer group of individuals could begin construction of the path upgrades.
- The **green** solid lines depict areas where there are existing trails to be upgraded. Although some of the Hanson Pines paths are paved, currently most of the Hanson Pines paths are well traveled, worn gravel paths. Generally, the intent is to upgrade or improve the primary paths such that roots, stones, and uneven surfaces will not pose a hazard to those using the trail system.
- Adjacent to the Dewey Street Bridge and at the end of James Terrace, a “star” notation has been shown on the plan indicating that the area has been targeted for a rooftop-style boat launch and perhaps a picnic area. If any future shoreland improvements are desired encompassing areas below the high water mark, such as addition of sand for transitional depth purposes, State of New Hampshire Wetlands permitting (and possibly Federal Army Corps permitting, depending on the area involved) will be required.
- The area at the end of St. James Terrace will require working with property owners for the purpose of both access and parking. This aspect of the project may not be able to be accomplished within Phase I; however, should be made a part of any engineering that may occur related to the Phase I construction.
- The tan area represents a portion of the exhibiting State of New Hampshire rail-trail network. No additional work on this area is proposed at this time. We recommend that the City solidify any usage agreements that may be required.
- The blue Parking Symbol “P” denotes areas where parking is currently available. No changes to these areas are proposed at this time.





STATE OF NEW HAMPSHIRE DEPARTMENT OF TRANSPORTATION



-  Parking
-  Parks/Boat Ramp
-  Trails By Others
-  Existing Trail
-  Proposed Trail
-  Existing Sidewalk/Trail
-  Future Trail
-  Existing Trail Not Part of Improvement

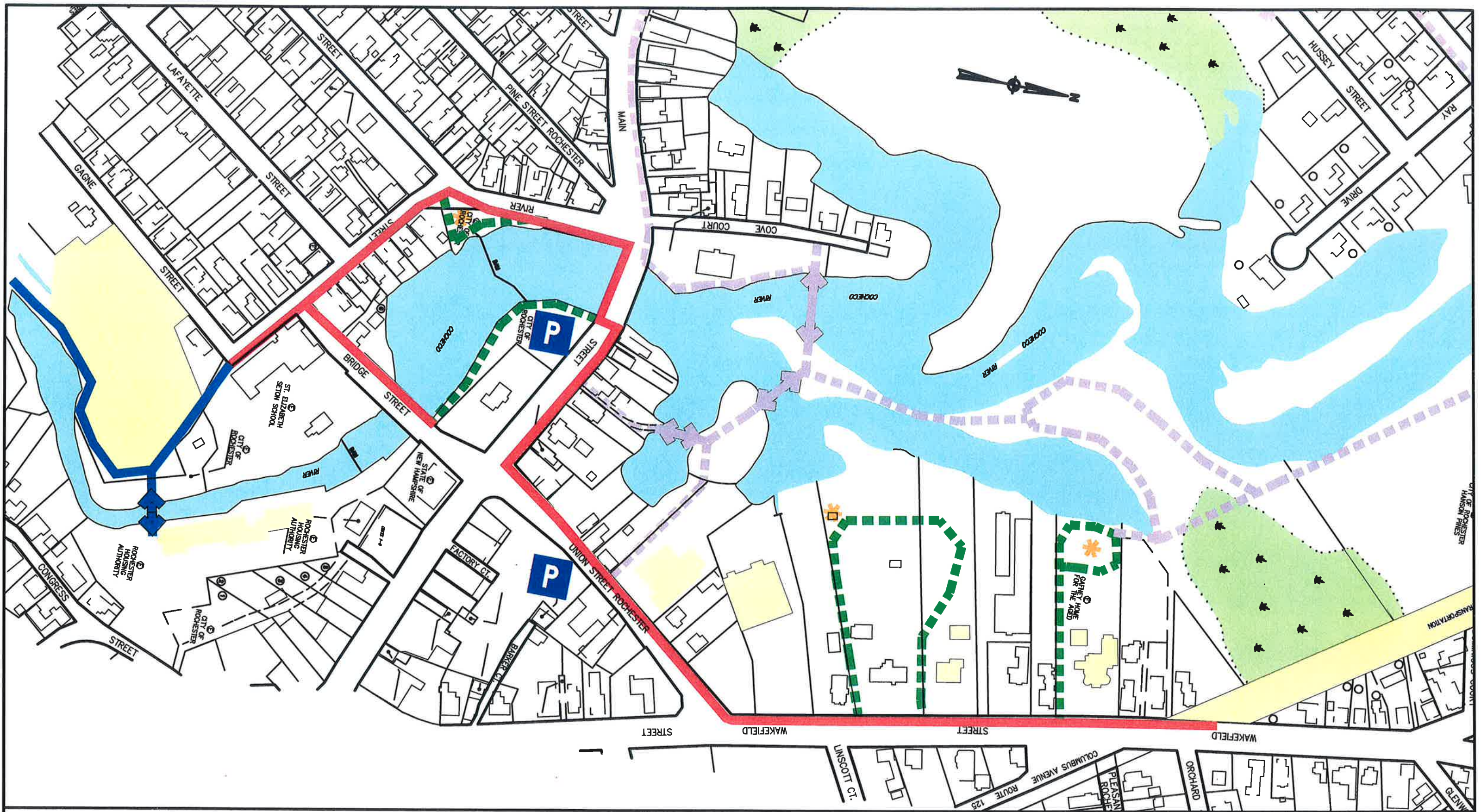


Rochester Riverwalk Phase I



Phase II – Downtown

- Following is an overview diagram of the Phase II – Downtown portion of the project. As previously noted, the downtown area was a major focus area of the Public Hearing group. Based upon available resources and the likelihood of successful implementation of an initial phase, the Riverwalk Committee charged the group with keeping the Phase I focus area on the Hanson Pines portion.
- This concept does provide for a connection to the River Street area designated some time ago as an area to restore to park quality. Adjacent to the River Street and Chestnut Street intersection, a “star” notation has been shown on the plan indicating that the area has been targeted for a “pocket” or downtown park area, and perhaps a picnic area. Following the Master Plan, some graphic concepts have been provided for the City to build on for future development ideas. The Riverwalk Committee did realize that if any future shoreland improvements are desired which either encompass areas below the high water mark, or impact wetlands, State of New Hampshire Wetlands permitting (and possibly Federal Army Corps permitting, depending on the area involved) will be required.
- The blue Parking Symbol “P” designates areas where parking is currently available. No changes are proposed to these areas at this time.
- The **red** lines depict areas where sidewalks or pavement exist that would be “Riverwalk” defined by addition of “texture” to the existing surfaces. Limited plantings and signage is also proposed in this area.
- The **green** dashed lines indicate areas of new trails which would utilize existing driveways and abutting properties. Expansion of the trail system into these areas will require property rights and/or easement acquisitions. The “star” notations shown off of each of these trails are areas which have been identified which may provide benefits to both, the property owners and the future Riverwalk. The first “star” notation is located on the Governor's Inn property. This notation is provided in the vicinity of the existing outbuilding depicted in a future sheet. The second “star” notation is provided on the Gafney Home property. A conceptual layout for a distinctly separate but adjoining gathering area is also provided on a future sheet.
- The **blue** lines depict areas within the Fownes Mill Development project where the developer is planning to develop the trail as part of the housing improvement project.
- The tan area represents a portion of the existing State of New Hampshire rail-trail network. No additional work on this area is proposed at this time. We recommend that the City solidify any usage agreements that may be required.



-  Parking
-  Parks/Boat Ramp
-  Trails By Others
-  Existing Trail
-  Proposed Trail
-  Existing Sidewalk/Trail
-  Future Trail
-  Existing Trail Not Part of Improvement



Rochester Riverwalk Phase II



KNOWLES
DESIGN

landscape architecture
graphics, renderings & design solutions



CONSULTING
ENGINEERS



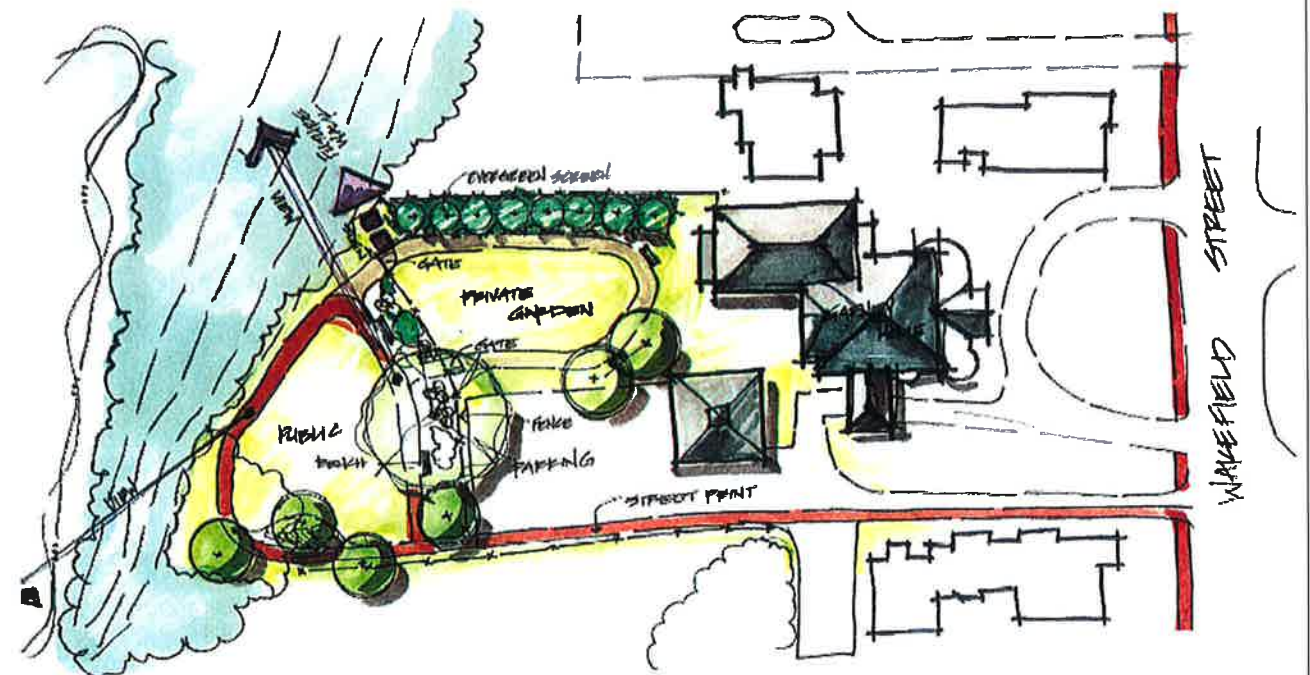
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CONSULTING GROUP, LLC

Possibilities...



PERSPECTIVE SKETCH
GAFNEY HOME

The “ultimate” proposed Riverwalk alignment passes behind the Gafney Home. The phased Riverwalk could make good use of the space in the interim. We understand that developing a connection in this area may be viable. One concept below shows how the transition between the Riverwalk and the Gafney Home may be achieved while maintaining the privacy for the residents of the Home.



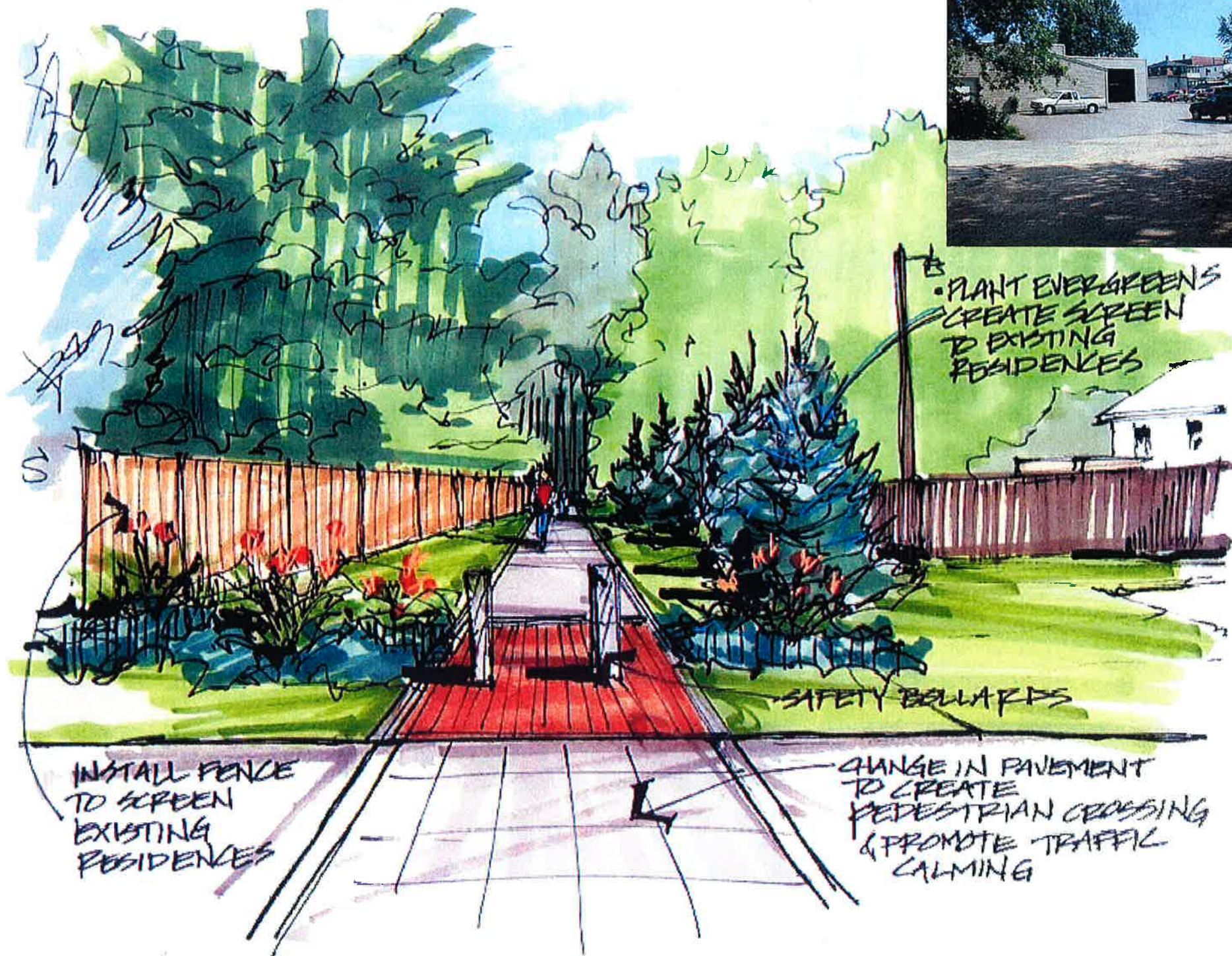
POTENTIAL PRIVATE/PUBLIC
PARK AT GAFNEY HOME

More Possibilities. . .



Above shows one existing riverside structure along the proposed alignment. The Team envisions that this structure could be renovated to house a "Snack Shack" and seating area.

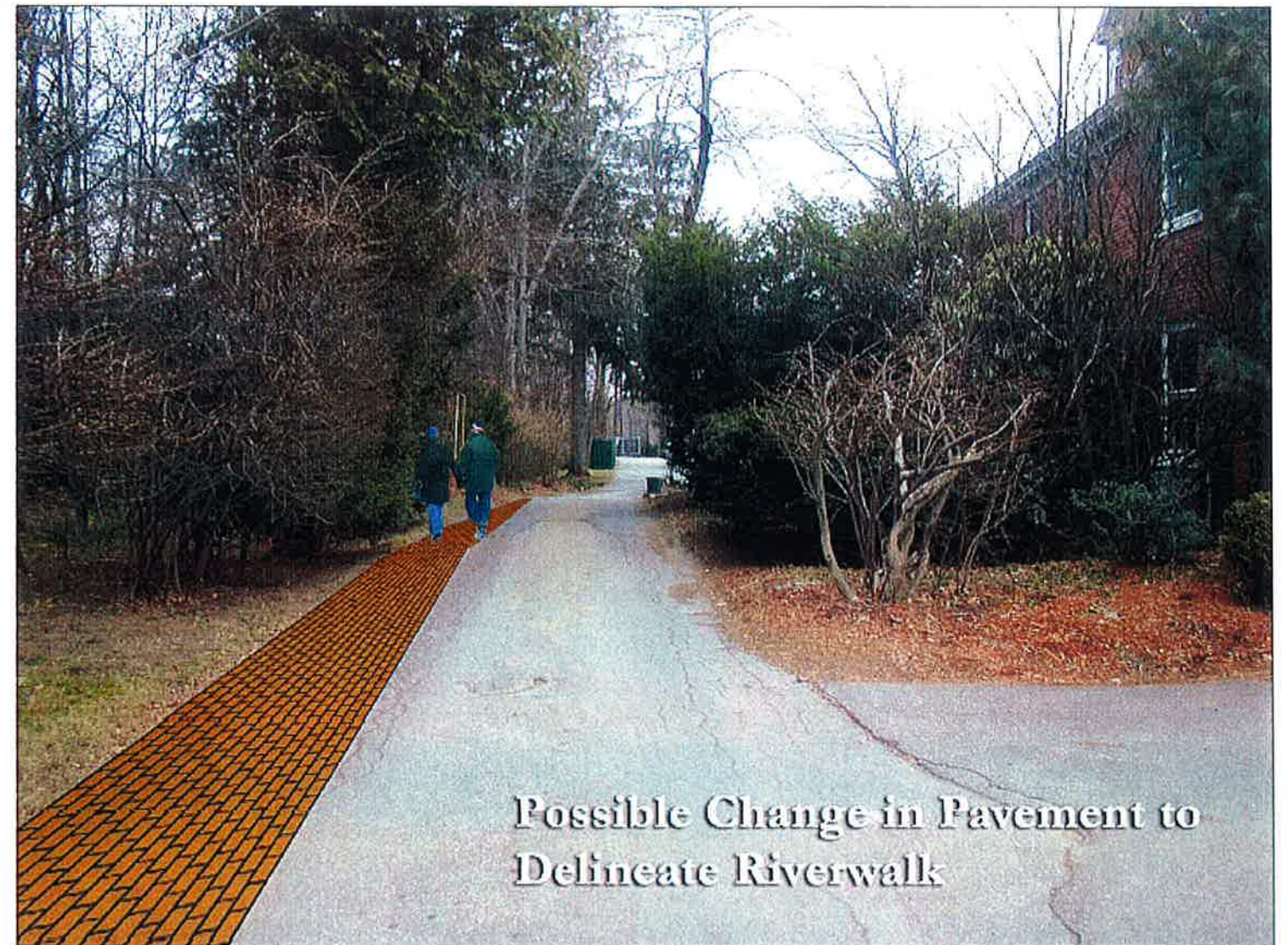
Buffering Layout Ideas



The vision of “buffering” is designed to alleviate abutter’s concerns related to pedestrian traffic and the potential for Riverwalk users to venture off the formal trail network. Buffering proposals are not designed to block any potential visibility of the property owner to the river. We do note that in most cases, the Phase II abutters do not currently have a clear view to the river. The hope is that each abutter’s screening would be designed to fit the existing landscape, limit the potential “wandering” of the users and be customized to each owner’s personal preferences.

Buffering to Existing Residences

Additional Possibilities for Defining the Riverwalk Limits on Existing Driveways or Sidewalks

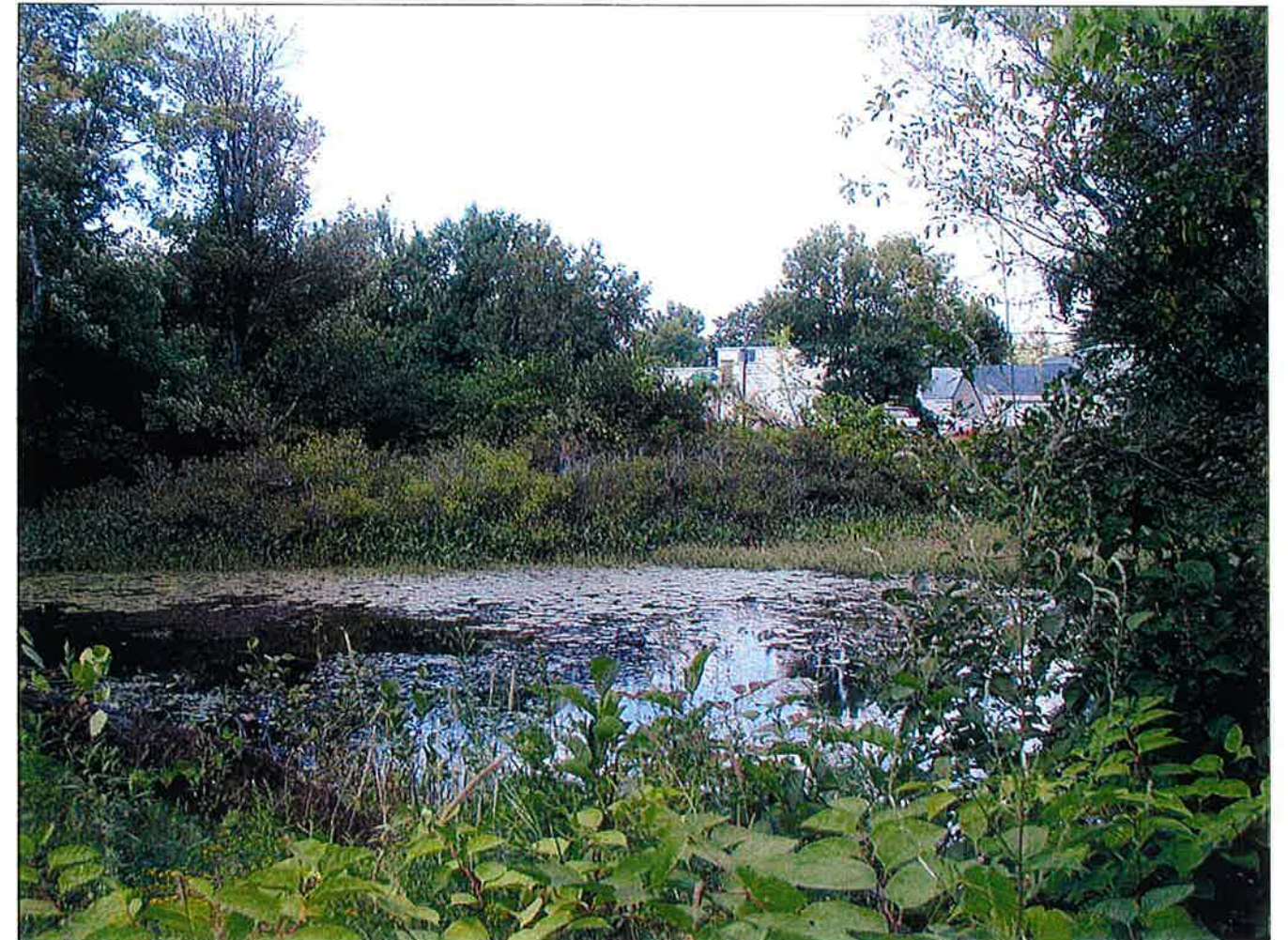


StreetPrint™ Sidewalk/ Driveway Texture

- Flexible Pavement - StreetPrint™ is a flexible pavement which makes it resistant to cracking and eliminates the need for expansion joints compared with imprinted concrete.
- Continuous Surface - StreetPrint™ is a continuous, waterproof surface which resists weed growth and inhibits the migration of water to the base thereby reducing the possibility of base failures due to erosion or freeze-thaw cycles. StreetBond™ also reduces the effects of weathering from water, freeze-thaw cycles, and sun (ultra violet exposure).
- Easy Maintenance - StreetPrint™ is easily repairable and has low maintenance costs.
- Salt Resistance - StreetPrint™ does not react to salt used for deicing or from salt air in coastal climates. Concrete products including cement bricks can degrade through the reaction of the cement with salt.
- Quick Installation - StreetPrint™ can be installed very quickly (as much as 10 times faster than cement bricks) resulting in much less disruption to traffic.

Phase III and Future Layout

- The Phase III portion of the project will require the addition of pedestrian-style bridges. This portion of the project will require substantial property owner and Cultural and Natural Resource Agency coordination, ultimately resulting in substantial property acquisition and permitting efforts, all requiring significant financial resources. The hope of the Team is that the smaller portions of the project identified in the earlier phases of the report will allow the project to gain momentum, resulting in financial backing by Rochester businesses, organizations, residents, and funding agencies.
- The Team understands the desire to make use of the existing bridge abutments as much as possible. In order to comfortably make use of these areas, additional specialty investigations by Geotechnical and Structural Engineers will be required.
- Incorporation of “look-outs” and perhaps a decked terraced area is envisioned as part of the proposed bridge projects. Odor concerns were raised as part of the proposed work in the vicinity of the river crossings. The nature of the water levels is critical to the successful incorporation of any riverfront element in the area behind the properties in the vicinity of the Main Street and Union Street Intersection.
- The dashed [violet](#) line type represents areas of the trail network that is planned to be constructed as part of a future phase. This area includes a variety of surface treatments. The vision is that areas of the Phase III trail network will utilize ADA accessible paths, bridges, boardwalks, deck areas, pavement stamping, and textured sidewalk.





Parking



Parks/Boat Ramp

Trails By Others

Existing Trail



Proposed Trail



Existing Sidewalk/Trail



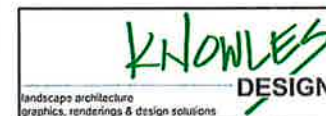
Future Trail



Existing Trail Not Part of Improvement



Rochester Riverwalk Phase III



Phase III and Future Layout "Pocket Park" Ideas



Possible Trail Ideas
Through Existing
Downtown/ Developed Areas



Trail Head
Pocket Parks



Opportunities to Create Lookout Points Along River

River Street Waterside Park

- As noted above, the Public Hearing strongly recommended that a “Downtown Aspect” of the Riverwalk be incorporated. The Team’s response to the passion was to incorporate the River Street Waterside Park into the Riverwalk Master Plan. Although the plan included is only a conceptual level Master Plan, our hope is that momentum can be realized such that work can begin to put together documents for future permitting and construction.

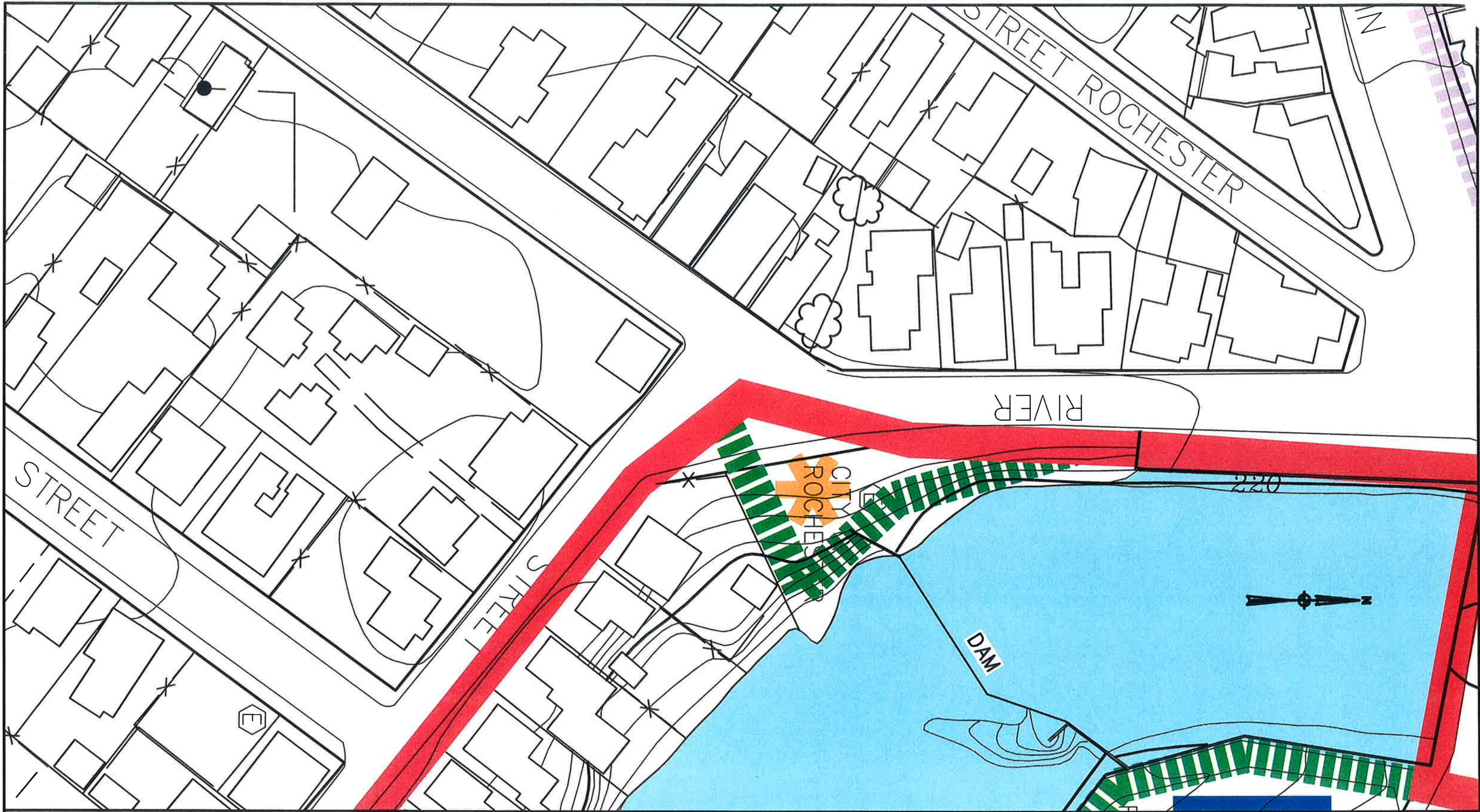
River Street Waterside Park










The Public Hearing uncovered the need to consider a “Downtown” improvement as part of the proposed Riverwalk Project. The most popular area chosen for development of a “pocket park” is the area at the intersection of River Street and Chestnut Street. This parcel is currently City-owned and has been under consideration for many years for development of a “sitting park”. Final design of this park would be closely coordinated with any proposed City roadway improvement projects. The Riverwalk Team understands the importance of maintenance of the existing on-street parking in this vicinity.

Members of the Committee reminisced about the vintage when River Street had a fountain in the island. The Committee certainly would welcome consideration of a return of the fountain.





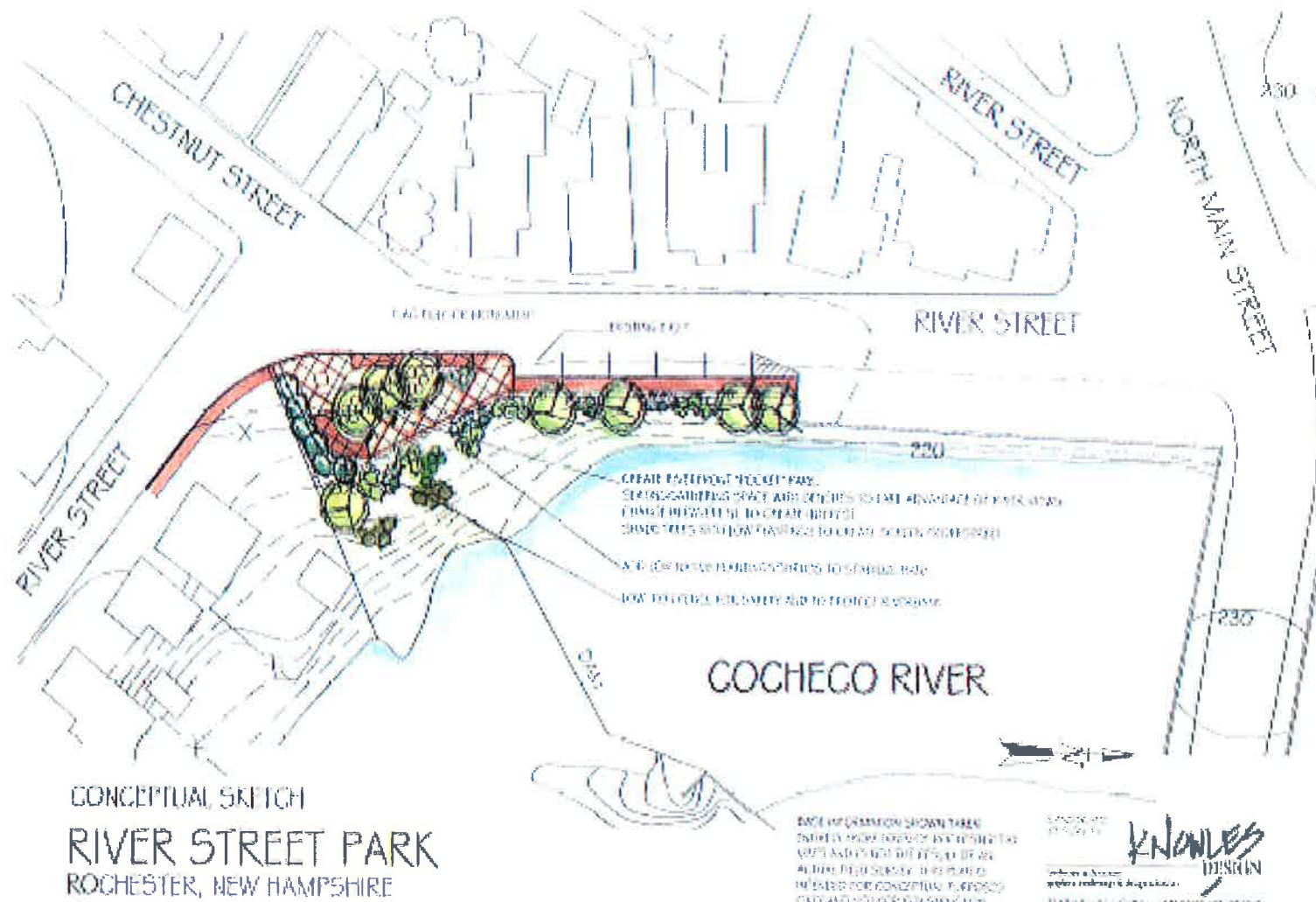
- | | | | |
|---|------------------|---|--|
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River Street Waterside Park

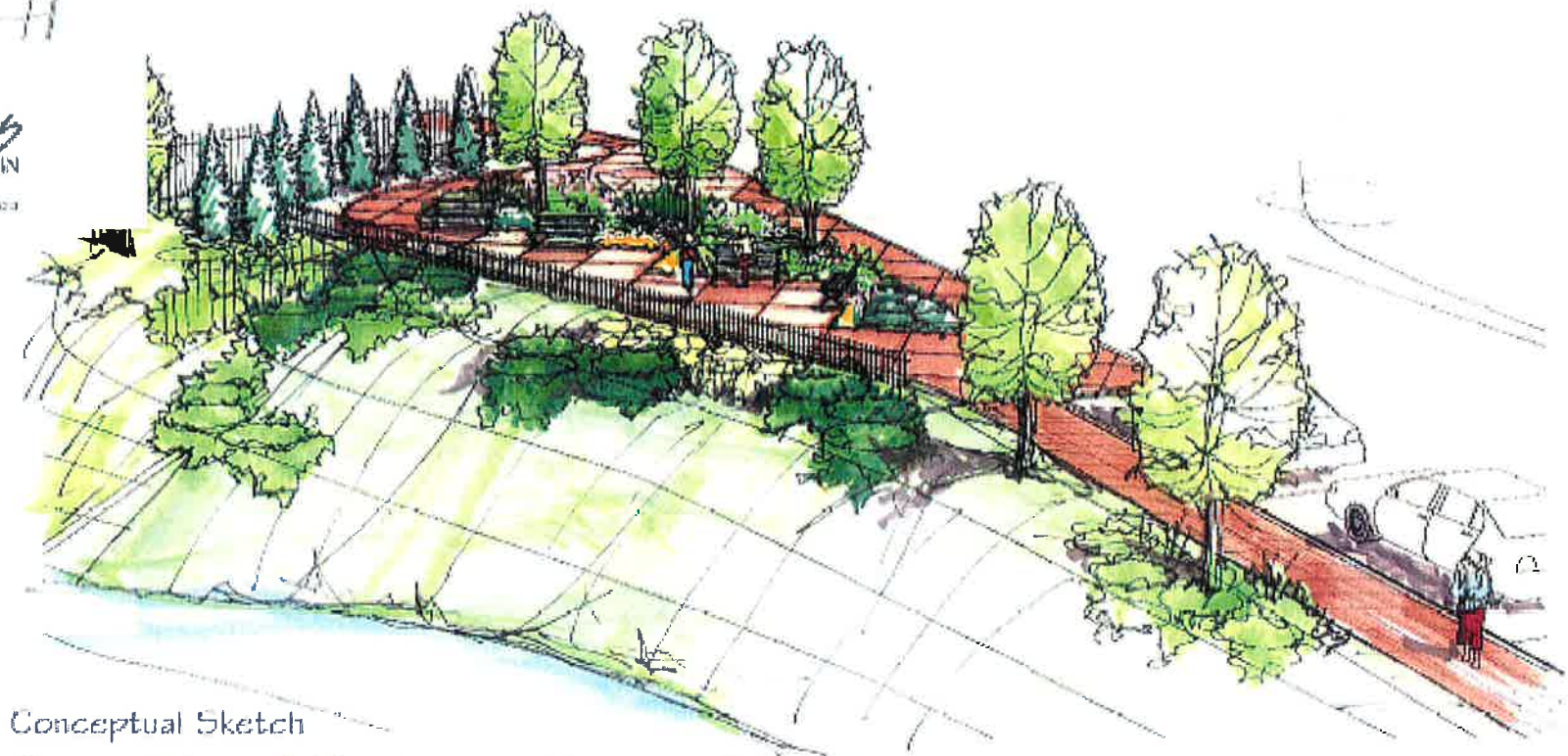
 <p>KNOWLES DESIGN</p> <p>landscape architecture graphics, renderings & design solutions</p>	 <p>CONSULTING ENGINEERS</p>	 <p>CASTAGNA CONSULTING GROUP, LLC</p>
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River Street Waterside Park



This report offers one conceptual sketch of one possibility for the park area. We would recommend a specific neighborhood meeting prior to finalizing any park design.

This concept does not reintroduce the fountain concept at this time. We note that this route is planned as a detour for a major roadway improvement project and may not mesh well with simultaneous island improvement work.



Conceptual Sketch
River Street Park on the Riverwalk
Rochester, NH
March 2007

Hanson Pines Conceptual Design

Phase I

As previously noted, one goal of the Committee is to prepare enough information such that a volunteer group of individuals can immediately begin the upgrade of the Hanson Pines portion of the path. Information to be considered as the team presses forward follows:

- Acquisition of formalized legal rights to use the rail-trail area.
- State of New Hampshire Alteration of the Terrain Permitting if over 100,000 square feet will be disturbed.
- State of New Hampshire Natural and Cultural Resource Coordination if any excavation is proposed. A Phase IA Level Archaeological Review is required. The Phase IA Level Archaeological Review must include shovel testing. Completion of this advance investigation hopes to reduce the likelihood of an archaeologist needing to revisit the site during construction.
- State of New Hampshire Wetlands Permitting if any wetland areas are disturbed.
- City of Rochester Coordination for work within wetland buffer areas.

Riverwalk Signage:

Should provide directional, educational and amenity information to users.

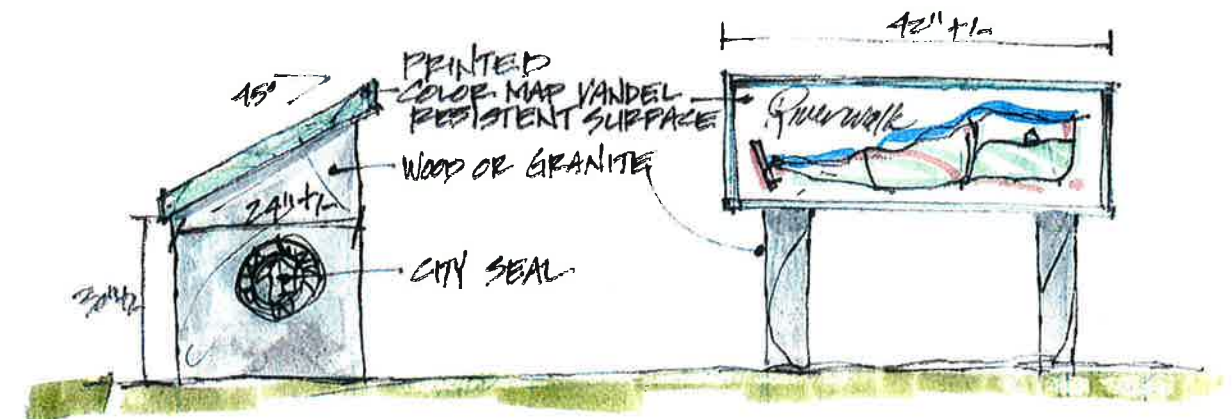
Should be constructed from natural or vandal resistant materials.

All signs should be user friendly and comply with the ADA regulations.

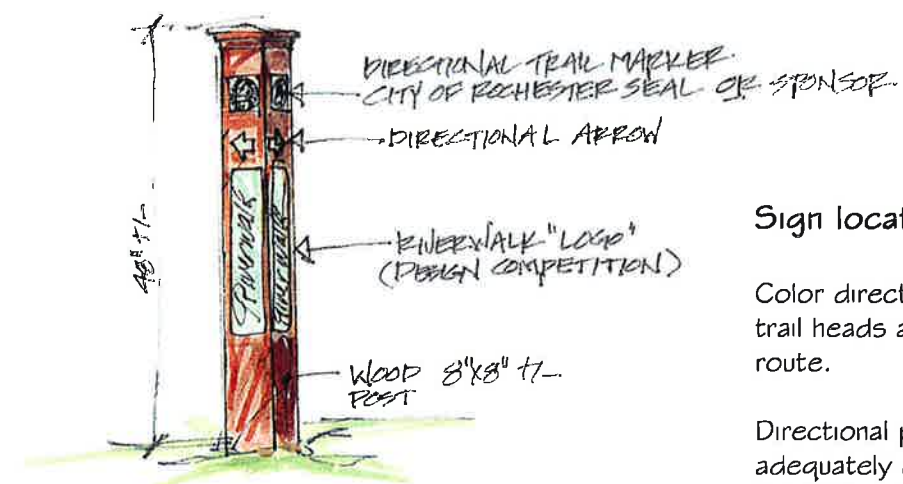
A qualified sign designer should be consulted to insure that all materials and specifications meet those of the industry and that signs meet existing state and local codes.

A design competition could provide a unique look to the Riverwalk signs and help set them apart from existing city signage.

Areas for sponsor's logos on the trail signs could help defray the cost of sign installation.



Directory Sign



Post Sign

Sign locations:

Color directory signs should be provided at all trail heads and major junctions along the route.

Directional post signs should be installed to adequately direct users of the Riverwalk and the trail system at Hanson Pines.

Hanson Pines – Dewey Street Bridge

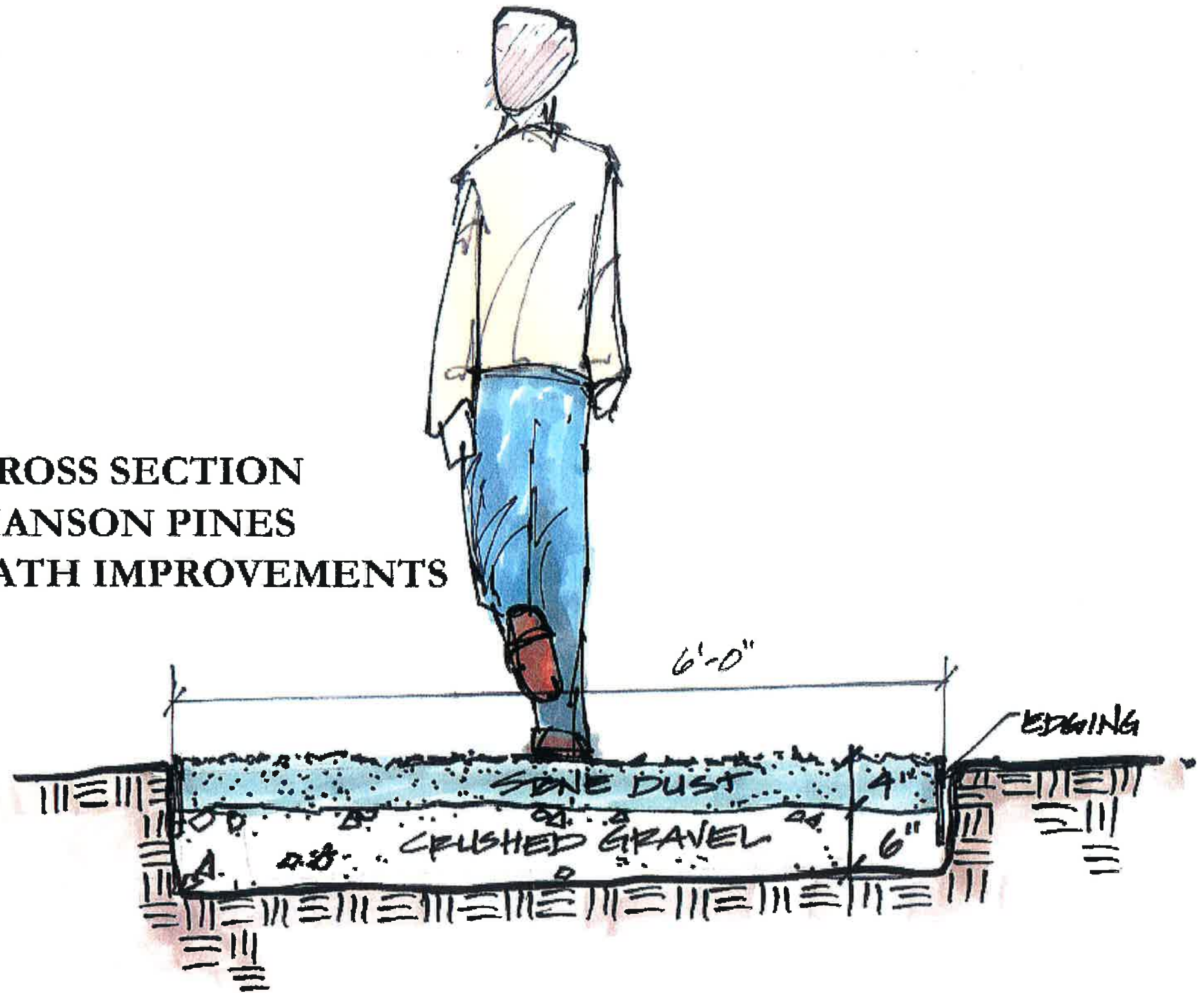
- The Dewey Street Bridge is centrally located within the Hanson Pines parcel. This bridge is heavily used by pedestrians to cross the Cocheco River. Based upon input received at the Public Hearing, areas of the bridge are in disrepair. The Team realizes the importance of this significant community connection and has included an estimate for some minor improvements to the bridge if, upon closer inspection by an appropriate individual, deemed necessary.
- The Team believes that further defining designated parking areas at the end of Dewey Street will allow for convenient access to this future car-top boat launch site, while not becoming a safety hazard or nuisance for the City safety services and the residents.



Hanson Pines

- Hanson Pines currently houses a well-established trail network utilized by a variety of individuals, including students. Some areas of the path are paved and others are gravel. Some of the existing seating areas have become overgrown. An initial phase of the project would include trimming brush from around the seating areas, repair and painting of those areas, and providing some directional signage.
- We recommend that once the dynamic of the path is modified by any improvements, that the Riverwalk Committee members review seating locations and evaluate the need for additional seating areas.

CROSS SECTION HANSON PINES PATH IMPROVEMENTS

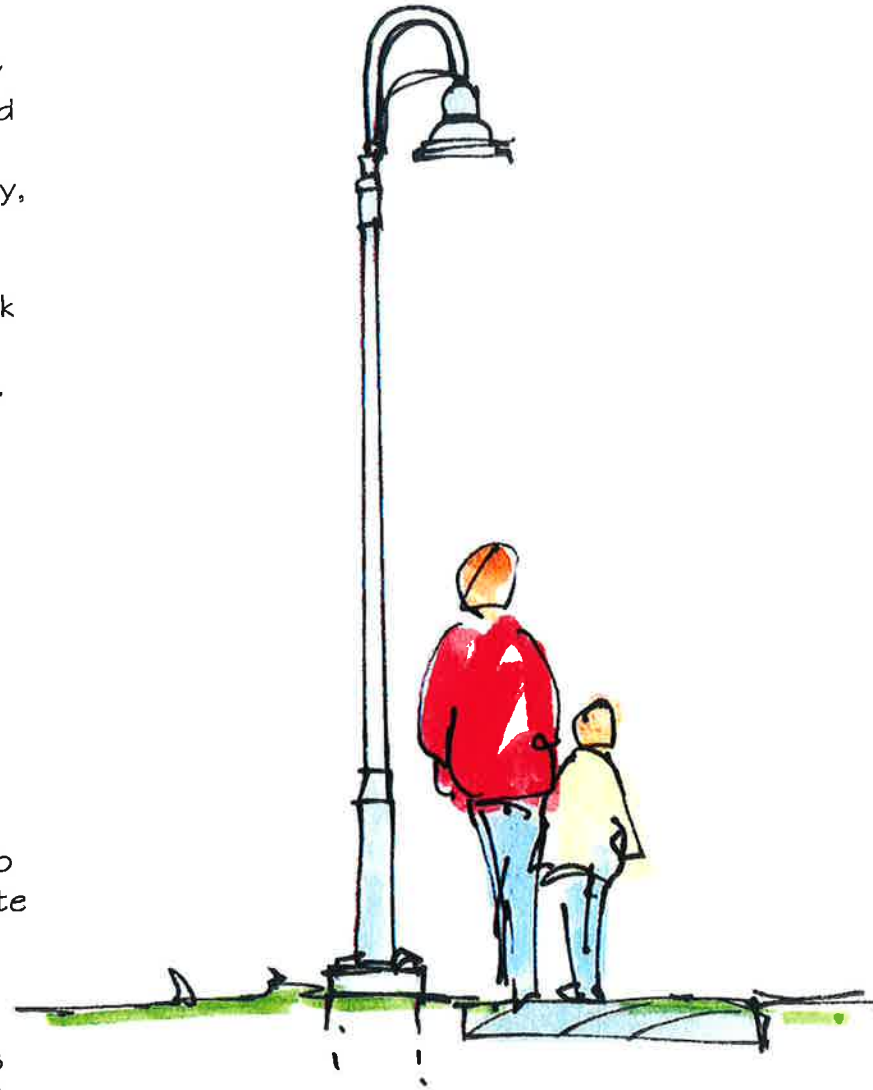


Hanson Pines Lighting

Suggested Guidelines for Trail Lighting:

Lighting needs should be determined by a qualified lighting designer/lighting engineer prior to the creation of a design plan set. The fixtures chosen by that designer and the committee should provide adequate light along the riverwalk in order to promote the safety, security, and well being of persons engaged in lawful outdoor nighttime activities but protect and preserve dark skies needed by the astronomical community and minimize wasted energy. The design intent should focus on preventing excessive and careless outdoor nighttime lighting usage while preserving, protecting, and enhancing the lawful nighttime use and enjoyment of any and all aspects of the Riverwalk. All outdoor illuminating devices should be installed in conformance with the provisions of the building code, the electrical code, and the sign code of the City of Rochester.

A polycarbonate lens should be used to reduce maintenance to fixtures in remote areas caused by vandalism. Existing street lighting along the Riverwalk should be analyzed by the lighting designer to insure that existing fixtures provide the proper illumination for safety of individuals using the trail.



Characteristics:

Keep poles and fixtures to pedestrian scale

Be respectful of the environment by using full cut-off optics

Choose fixture with tool-free access for ease of maintenance

Use polycarbonate lens to reduce maintenance from vandalism

- The Public Hearing comments made it clear that excessive lighting was not desired. Some of the nearby residents were concerned that the lighting would be disruptive to the wildlife in the area.
- The hope of the group was that by increasing the “appropriate” activities within the Pines area, the less desirable activities would be forced out, reducing the need for “safety” lighting and, instead letting the focus be on aesthetic and “practical” lighting.
- The group made it clear that any proposed lighting needed to be realistically indestructible. Noting that aesthetically pleasing and indestructible typically do not meld, our Team has proposed to use a basic lighting fixture similar to that noted on this page.

Budgets

Hanson Pines

Description	Quantity		Unit Cost	Extension
Sitework				
6" Crushed gravel (4500 LF)	500	SY	\$20	\$10,000
4" Stone Dust	300	SY	\$25	\$7,500
Path Preparation	1	LS	\$5,000	\$5,000
Path Edging	11000	LF	\$10	\$110,000
Underground electrical	7500	LF	\$35	\$262,500
Street Print on Hillside	4000	SF	\$15	\$60,000
Security Call Boxes	45	EA	\$150	\$6,750
Dewey Street Bridge Repair	1	LS	\$50,000	\$50,000
New Paths	2500	LF	\$80	<u>\$200,000</u>
				\$711,750
Site Furnishings				
Benches	10	EA	\$100	\$1,000
Fencing	1100	LF	\$75	\$82,500
Dewey Street Park	1	LS	\$35,000	\$35,000
Boat Ramp	1	LS	\$5,000	\$5,000
Street Lights	30	EA	\$1,500	<u>\$45,000</u>
				\$168,500
Landscaping				
Plantings Along Paths	1	LS	\$25,000	\$25,000
Building Construction				
Bridge over Heath Brook	1	LS	\$100,000	\$100,000
Other Costs				
Soft Costs	1	LS	\$20,000	\$20,000
Signage	1	LS	\$10,000	<u>\$10,000</u>
				\$30,000

Budgets

Riverwalk Master Plan

Description	Quantity		Unit Cost	Extension
Sitework				
6" Crushed Gravel (3000 LF)	350	SY	\$20	\$7,000
4" Stone Dust	200	SY	\$25	\$5,000
Path Preparation	1	LS	\$2,500	\$2,500
Convert to U/G Utilities	4500	LF	\$35	\$157,500
Street Print	30000	SF	\$15	<u>\$450,000</u>
				\$622,000
Site Furnishings				
Ornamental Fences	2000	LF	\$100	\$200,000
Boardwalk	2200	LF	\$1,000	\$2,200,000
Overlook Deck	40000	SF	\$25	\$1,000,000
Signage	1	LS	\$75,000	\$75,000
Pedestrian Bridges	600	LF	\$900	\$540,000
Street Lights	60	EA	\$1,500	<u>\$90,000</u>
				\$4,105,000
Landscaping				
Streetscape	5000	LF	\$200	\$1,000,000
New Sidewalk Plantings	5000	LF	\$200	\$1,000,000
Crosswalks	2	EA	\$2,000	\$4,000
Path Edging	4500	LF	\$10	<u>\$45,000</u>
				\$2,049,000
Outpost @ Govenor's Inn				
Building	1	LS	\$3,500	\$3,500
Benches	1	LS	\$500	\$500
Site Prep	1	LS	\$100,000	\$100,000
Streetprint	10000	SF	\$15	\$150,000
Plantings	1	LS	\$30,000	<u>\$30,000</u>
				\$284,000

Description	Quantity		Unit Cost	Extension
Gaffney Home Park				
Site Prep	1	LS	\$125,000	\$125,000
Plantings	1	LS	\$50,000	\$50,000
Streetprint	6000	SF	\$15	\$90,000
Benches	1	LS	\$500	<u>\$500</u>
				\$265,500
River Street Park				
Demolition	1	LS	\$5,000	\$5,000
Grading/Site Prep	1	LS	\$7,500	\$7,500
Slope Stabilization	1	LS	\$20,000	\$20,000
Benches	1	LS	\$500	\$500
Street Print	6000	SF	\$15	\$90,000
Curbing	350	LF	\$35	\$12,250
Plantings	1	LS	\$35,000	\$35,000
Fence	150	LF	\$100	<u>\$15,000</u>
				\$185,250
Land Acquisiton				
Easements	1	LS	\$50,000	\$50,000

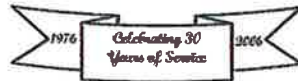
Summary

- This Master Plan document provides a base for future work related to development of construction plans for a Riverwalk Project.
- Research uncovered as part of this process determined that review by an archaeologist is required prior to any improvements including excavation. The New Hampshire Division of Historical Resources has indicated that the area of the Cocheco River adjacent to the proposed Master Plan area is highly sensitive. Due to the fact that the river has meandered throughout time, exact locations of historic artifacts can not be predicted. Prior to any excavation, a field walk and report by an appropriate archaeologist is required. Independent Archaeological, LLC has been consulted, but due to the timing of the extended winter season, funding, and finalizing the Master Plan document, this investigation is unable to be completed as part of the Master Plan document.
- The Natural Resource Agencies were open to phasing the Hanson Pines portion of the project independently. The advantage of this determination is such that formal Alteration of the Terrain Permitting is not required at the time of the Hanson Pines improvement (providing that less than 100,000 square feet of land area is disturbed). Any "new" path construction disturbing greater than 100,000 square feet (or 50,000 square feet within the protected shoreland which may be revised or updated at a later date) will require complete Alteration of the Terrain Permitting through the New Hampshire Department of Environmental Services.
- An Environmental Protection Agency (EPA) Stormwater Pollution Prevention Plan (SWPPP) and filing of a Notice of Intent will be required for any phase of the project, due to the fact that the project is "part of a larger plan of development" with disturbances totaling greater than one acre as defined by the EPA. We do note that whether the project disturbs greater than one acre or not, we would recommend that an Erosion Control Concept be developed and provided to any volunteers, contractors, or organizations working on any phase of the Riverwalk Project.
- Riverwalk Committee members also stressed at meetings the desire to incorporate any aspects of streetscape or plantings into each City project as they occur. This method will allow the City to stay on top of the passion to meet the Riverwalk Committee, CORE, and Main Street groups goals for the Downtown areas. The projects specifically identified the potential to incorporate streetscape features into the Memorial Bridge Project and any future work identified for the River Street area.
- Coordination of any or all future projects or phases of the projects should be coordinated with the Riverwalk Committee, the Recreation Department, the Public Works Department, and the Police Department. Positive publicity is critical to the success of any aspect of the Riverwalk. Regular updates to a web site would be one aspect of a positive publicity campaign.

Supporting Documents



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New Hampshire • Vermont • Maine



TO: File

FROM: Jameson R. Paine, Environmental Planner

DATE: January 24, 2007

RE: City of Rochester
Riverwalk Project
NHDOT Monthly Natural Resource Agency Meeting
CLD Reference No. 06-0307

On this date, the following people met at NH Department of Transportation's (NHDOT) Offices in Concord, NH to discuss concerns related to a proposed multi-phased river walk in Rochester.

Bill Neidermyer	US Fish and Wildlife Service
Mike Hicks	US Army Corps of Engineers
Bill O'Donnell	Federal Highway Administration
Gino Infacelli	NH Wetlands Bureau
Kim Tuttle	NH Fish and Game Department
Charlie Hood	NHDOT
Kevin Nyhan	NHDOT
Jamie Paine	CLD

Jamie Paine of CLD Consulting Engineers, Inc. described the proposed project. The project is a City-only funded effort to construct a river walk along and possibly over the Cochecho River. The project is currently in a master planning stage for long term incorporation. It is anticipated that the project will be multi-phased depending on the amount of monies available for the effort.

1. ROCHESTER RIVERWALK

The City of Rochester is currently proposing to construct a recreational walkway along the Cochecho River within the area from Hillsdale Street (north of downtown, west of the Rochester Community Center and Spaulding High School) to the Rochester Fairgrounds site (within the downtown area). A Plan NH Charette Report previously reviewed the placement of a recreational walkway from the Rochester Fairgrounds to a point further south. This 'master plan' for the northern section of the walkway combined with the Charette Report will be a guide for the City to detailed design work in subsequent phases.

Greenway Initiative

The City of Rochester seeks to restore a vital Downtown mixed use center in an attractive and pedestrian, oriented environment. Through a comprehensive planning initiative, the City generated "The Plan for Downtown Rochester" in 2003, as a community-based blueprint for revitalization. One key strategy identified in the plan is the development of a greenway system that includes a Cochecho Riverwalk, comprised of a series of linked destinations and open spaces.

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January 24, 2007
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In 2004, Rochester hosted a Riverwalk design Charette through Plan NH, which helped shape a community vision for Downtown Revitalization based on reestablishing a relationship with the Cochecho River. The river is recognized as an important natural, cultural, and historic community resource, with an ever-changing character as it winds to and through the heart of the Downtown. In tandem with Downtown enhancement, Rochester continues to expand recreation facilities associated with the Community Center on Wakefield Street. Because the Cochecho River passes the Community Center site, the City recognizes an excellent opportunity to establish a link between the City's primary recreation destination and the Downtown along a riverside trail.

First Phase

The first phase of the Riverwalk Project will begin on City owned property in the vicinity of the Rochester Community Center and Spaulding High School, follow an existing informal path on the east side of the river, and terminate at the end of the City owned property, ending at or near a branch of the existing informal path network. This project will begin to establish the standard for pedestrian and bicycle facility improvements as part of the City's plan to provide safe access between community facilities and the Downtown. The Rochester Cochecho Riverwalk project will actively promote the sensitive development of pedestrian pathways to give people better access to river resources, while making important pedestrian connections throughout the community. The design would respond and relate to the river, taking advantage of the views and recreational opportunities, contribute to the redevelopment of the Central Business District, and maximize visual and physical connectivity to the river, adjacent neighborhoods, and Downtown destinations.

Relevant Elements/Facilities

The location of plan elements, which may include but not be limited to lighting, emergency telephones, landscaping, fences, ADA compliant trail access alternatives, solutions addressing cross street conflicts, seating, public art, informational kiosks, signs, overlooks, neighborhood connections, end-of-trip bicycle storage, and proposed bridge structures will be developed as part of the Concept Plan. The Concept Plan would also address emergency and maintenance access, parking, facilities to meet the needs of persons with disabilities and trail barriers. It is expected that all cross-country links of the project would initially consist of a stone dust (or similar natural material) walking surface.

Along with the input from public meetings, staff meetings and community organizations, this plan will become the basis for all further conceptual design. It will take into account potential Riverwalk alignments, the best possible connections and links between the river and the downtown from neighborhoods, schools, recreational facilities and trail systems. It will look at seasonal opportunities for the trail; the trails compatibility with existing land uses and highlight those areas where buffers and or screening should occur to lessen impact of the trail to the existing land uses and these uses to the proposed trail.

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Schedule

The City would like to construct as much of the first phase as they can this year (dependent on the required permitting process and the amount of funding available). They hope to utilize AmeriCorps labor to place the stone dust path, and possible conduit and/or lighting along the path, with overlook/rest areas situated along the walkway. The schedule for future phases will be developed once the concept plan is completed.

2. AGENCY COMMENTS

ACOE

Mike Hicks stated that a staff member from the National Marine Fisheries Service (NMFS) should be contacted once the riverwalk's master plan has been prepared. The NMFS reviews the Cochecho River for fish habitat. He thought that they would want to walk over the length of the whole project to better familiarize themselves with what is being proposed.

NH Fish and Game

Kim Tuttle stated that landings turtles have been identified in the area. The turtles may use stone dust paths to make nests or place their eggs.

Ms. Tuttle also asked if a vernal pool survey had been conducted and mentioned that there will be concerns with any vernal pools located within close proximity to the trails, as these serve as breeding grounds for various amphibians and other animals. NHF&G would like to review a vernal pool survey for this area.

NH Wetlands Bureau

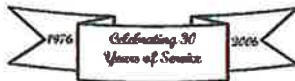
Gino Infascelli assumed that all project areas will be reviewed by a certified wetland scientist for wetlands prior to commencement of construction. If the project impacts wetlands, the proper permit for the scope of impact and type of work must be obtained prior to construction.

JRP:shk

Supporting Documents (continued)



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TO: File

FROM: Jameson R. Paine, Environmental Planner

DATE: January 4, 2007

RE: City of Rochester
Riverwalk Project
NHDHR/NHDOT Monthly Meeting
CLD Reference No. 06-0307

On this date, the following people met at NH Department of Transportation's (NHDOT) Offices in Concord, NH to discuss concerns related to a proposed multi-phased river walk in Rochester.

Linda Wilson	NH Division of Historical Resources (NHDHR)
James Garvin	NHDHR
Edna Feighner	NHDHR
Joyce McKay	NHDOT
Jamie Paine	CLD

Jamie Paine of CLD Consulting Engineers, Inc. described the proposed project. The project is a City-only funded effort to construct a river walk along and possibly over the Cocheco River. The project is currently in a master planning stage for long term incorporation. It is anticipated that the project will be multi-phased depending on the amount of monies available for the effort.

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path, with overlook/rest areas situated along the walkway. The schedule for future phases will be developed once the concept plan is completed.

2. NHDHR DETERMINATION/REQUIREMENTS

It was determined that the entire length of the walkway and any future segments brought forward for consideration would need to be reviewed by a professional archaeologist to determine archaeological sensitivity. This work is required to be conducted prior to any construction.

This review would be at a Phase 1A level review, which would require review of any historical documentation and a walk-over of the project area. NHDHR requested that during the walk-over, the archaeologist should also review the soils along the pathway by conducting periodic shovel testing. This testing will help to minimize future efforts and reduce the need for an archaeologist to revisit the site.

JRP:shk

Appendix

- For reference purposes, we have attached a copy of the September 2004 Charrette booklet.
- This booklet continues the Riverwalk Master Plan from the downtown area to the Rochester Fairgrounds.