

# Nashua Regional Planning Commission



Transportation Programs



Land Use Programs



Mapping & GIS Programs



Environmental Programs

## Fiscal Year 2010 Work Program

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# NRPC Commissioners

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Bradley Vear

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Tad Putney  
Therry Neilsen-Steinhardt (alt)

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Susan Durham

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Brion Carroll  
Stuart Schneiderman (alt)  
Bernie Manor (alt)  
Richard Maddox (alt)

## Litchfield

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## Lyndeborough

Tracey Turner

## Mason

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Brian McCarthy (alt)  
Fred Teeboom (alt)

Mark Plamondon  
Bob Canaway  
Ken Dufour (alt)  
Roger Houston (alt)

## Pelham

Tom Collins

## Wilton

Joe Torre

# Transportation Programs

## TRANSPORTATION PROGRAM MAJOR ACHIEVEMENTS IN FY 2009

### **Broad Street Parkway**

NRPC has continued efforts in support of the supplemental study of the Broad Street Parkway (BSP) Project. The 2007 Supplemental Analysis estimated the cost for the BSP at \$69.4 M in 2007 dollars, given recent escalation trends for construction costs. The Supplemental Analysis report also estimated the 2011 construction cost of the Broad Street Parkway to range between \$78.1M and \$91.0M, based upon a 3-7% annual adjustment for inflation.

Citing the need for affordability, the City amended its contract with the NRPC in February 2008 to “investigate methods to reduce costs for the proposed 2007 Broad Street Parkway Concept.” NRPC led an intensive 90 day project development process and worked with City staff and VHB to develop two cost savings options for the project. This effort resulted in construction related cost savings between 36% and 45%. In April 2008, NRPC and VHB presented the cost estimate to the Nashua Aldermanic Infrastructure Committee for their consideration.

After several months of discussion the Board of Alderman voted to approve the bonding needed to construct the project. The City signed a municipal management agreement with NHDOT allowing the remaining environmental analysis and final design process to begin. Through the winter of 2008/2009, NRPC continued to work with the City Staff and Executive Review Team to define the next steps for the project to move forward. In cooperation with the City, NHDOT, and FHWA, NRPC developed a scope of work to complete an environmental re-evaluation required under the National Environmental Policy Act (NEPA). Final approval of the scope of work and contract for the environmental re-evaluation is expected from FHWA.

### **Transportation Emergency Preparedness**

NRPC is working towards a Transportation Emergency Preparedness Plan for the region as part of a NH DOT State Planning and Research grant. NRPC believes that events of the recent past, such as Hurricane Katrina and the New York City blackout of 2003, indicate that developing an emergency preparedness plan for the transportation system in Greater Nashua is extraordinarily important.

NRPC is working with security and safety experts to assist with the planning process. The focus has been on identifying critical links in the transportation network and analyzing the role each of these links play in the system. This “all hazards” approach will allow NRPC to evaluate how the transportation network may function under stress. In the coming months we will research additional topics including pandemic planning and evacuation planning.

The final report will quantify the impact of losing critical links on the transportation system and will identify potential emergency routes at the regional level. The plan will also set goals and recommend strategies to address the anticipated impacts from each scenario.

### **Integrated Planning Study**

Another project under the NH DOT State Planning and Research grant is to develop a New Hampshire model for integrating transportation, land use, and environmental planning based on *Eco-Logical: An Ecosystem Approach to Infrastructure Projects*, a framework created by the Federal Highway Administration (FHWA) and its partners. The *Eco-Logical* planning framework is a collaborative planning process that agencies and partners undertake to define ecological resources of highest concern, understand where their work interacts, and recommend a framework outlining locally appropriate strategies for mitigating the impacts of infrastructure improvements. For the development of this model, NRPC is focusing on the Souhegan River Watershed. This ecosystem is located in a rapidly growing area of our region and is therefore facing numerous threats to both water quality and quantity from future highway improvement projects, storm water runoff concerns, scattered residential development, and numerous wetlands crossings. The State Transportation Improvement Plan (STIP) alone identifies 15 specific projects in the watershed.



The main goals of the project are to utilize the *Eco-Logical* planning process to:

- Strengthen collaboration, partnership, and data-sharing among agencies, non-profits, and other organizations
- Identify the potential impacts of specific projects on the watershed
- Develop proposed mitigation strategies
- Create a model framework of integrated planning for New Hampshire

NRPC has identified projects and potential environmental resources in the Souhegan River watershed and is currently estimating the potential impacts of the transportation projects on the watershed using GIS techniques. This data will be analyzed and used in the development of a model framework for integrating environmental and transportation planning. NRPC is excited about the opportunity to facilitate a process that will protect and enhance the Souhegan River watershed while allowing important transportation projects to move forward.

### Locally Coordinated Transportation Plan

Consistent with the provisions of the Safe, Affordable, Flexible, Efficient Transportation Equity Act, A Legacy for Users (SAFETEA-LU), NRPC has completed a coordinated human services transportation planning process resulting in a Locally Coordinated Transportation Plan (LCTP). The purpose of this process is to develop a coordinated vision for human service oriented transportation services and to develop a prioritized list of goals for the region. Projects consistent with the goals of the LCTP will be eligible for Job Access Reverse Commute funding, New Freedoms funding, and Elderly and Disabled funding.

NRPC continues to lead the state in preparation for a larger statewide human services transportation coordination effort. NRPC has worked with regional human service partners and stakeholders to develop the framework for a Regional Coordinating Council (RCC) as described in the Statewide Coordinated Transportation Plan. A Memorandum of Understanding and bylaws to guide the RCC's actions have been approved and implemented.

The NRPC recently met all of the requirements outlined by the Statewide Coordinating Council to become the first Regional Coordinating Council in the State. This action keeps NRPC at the forefront of this planning and will allow NRPC and its partners to begin taking steps towards developing a regional human service oriented transit service. Currently NRPC is working with DHHS to develop minimum criteria that must be met by a Regional Transit Coordinator. This is a step towards developing a Request for Proposal once a funding source is identified.

In addition, NRPC is working closely with the Souhegan Valley Transportation Collaborative (SVTC) to grow non-emergency medical transportation services in the region. NRPC recently applied to the NH Charitable Foundation to develop a Strategic Plan to grow the SVTC service.

### Ten Year Plan Process

The Nashua Regional Planning Commission has initiated a comprehensive and cooperative planning approach to develop programming recommendations for the Transportation Improvement Program, the 2011-2020 Ten Year Program, and the outer years of the NRPC's Long Range Transportation Plan. NRPC will consider a longer time-frame when developing project recommendations to allow programming flexibility and implementation in a fiscally responsible manner. NRPC used three consecutive Technical Transportation Advisory Committee (TTAC) meetings as well as meetings with community officials to arrive at the recommendations. The following outlines the approach currently underway at NRPC:

- The February TTAC meeting was used to review of the current Ten Year Plan and TIP projects with the goal of verifying the status of the existing projects and reviewing the financial constraint of the document.
- The March TTAC meeting focused on regional needs and priorities and how the economic stimulus may impact project funding over the next several years.

# Transportation Programs continued...

- The April TTAC meeting focused on how to prioritize existing and proposed projects. The TTAC reviewed a list of projects that are likely to have a high priority in the region.
- In May, NRPC staff worked with the TTAC and member communities to develop a prioritized list of projects to be submitted for consideration to NHDOT.

## Safe Routes to Schools Program

NRPC partnered with the Nashua City-Wide Safe Routes to School Task Force to develop applications for the first round of reimbursement funding under the NH DOT Safe Routes to School program. The Safe Routes program encourages children to bike or walk to school through education and incentives that remind children how much fun biking and walking can be. The program also addresses the safety concerns of parents by encouraging greater enforcement of traffic laws; exploring ways to create safer streets; and educating the public about safe biking, walking, and driving practices.

NRPC and the Nashua City-Wide Safe Routes to School Task Force submitted applications for Birch Hill, Bicentennial, New Searles, and Ledge Street Elementary Schools. This effort resulted in nearly \$50,000 for educational and infrastructure improvements.

The second round of project solicitation was also very successful for the Nashua region. Five applications totaling \$170,000 from Nashua and Brookline have been awarded. Work is currently underway on these projects including planning efforts in Nashua, sidewalk design and construction in Brookline, and radar feedback signs in both Nashua and Brookline.

## NTS Transit Planning Initiatives

The Nashua Regional Planning Commission has begun working with Nashua Transit System (NTS) to complete three transit planning tasks. The first project under this Scope of Work is the development of a Marketing Plan to promote NTS and increase ridership on the service. The second project involves reviewing the 2002 Financial Plan and identifying strategies to address the potential funding shortfalls that will accompany the likely re-designation to a large Urbanized Area with the 2010 Census. Finally, NRPC will develop a ridership prediction model that will help NTS assess future demand and likely ridership both in the City and throughout the region. In addition, NRPC will lead a facilitated, iterative process whereby the Mayor's Transportation Task Force will develop a consensus vision for the priority transit system improvements in the City of Nashua from 2010 to 2030.

## INITIATIVES FOR FY 2010

### Passenger Rail Project

NRPC will play an active role in advancing the passenger rail project to extend service from Lowell to Nashua and points north by participating in the NH Rail Transit Authority. The focus will be on monitoring the requirements to apply for stimulus funds available through the Federal Railroad Administration and Federal Transit Administration under the American Recovery and Reinvestment Act (ARRA), as well as other funding options.

### Strategic Planning for the Souhegan Valley Transportation Collaborative (SVTC)

A direct by-product of NRPC's work towards coordinating regional human service transportation is the development of the Souhegan Valley Transportation Collaborative (SVTC). Through community support and grant funds SVTC has contracted with the Nashua Transit System to begin a pilot service that provides door-to-door, wheel chair accessible, shared ride service. This pilot program carries passengers to appointments within the towns of Amherst, Brookline, Hollis, and Milford as well as to and from appointments in Nashua for a \$2.00 fare each way. The SVTC pilot service is an initial step towards meeting an immediate need and will eventually expand to include eight com-

munities in the Souhegan Valley, and provide rides to other essential destinations, such as congregate meal sites and grocery stores. NRPC believes that the next step in the evolution of this service is to transition from a pilot program to a more permanent and sustainable service. In order to continue, an implementation plan must be written to summarize all key issues and concerns, develop recommendations for expanding the service, and identify a sustainable funding method. NRPC is seeking funding through the New Hampshire Charitable Foundation and the Federal Transit Administration New Freedoms program for this initiative.



### **NH 101A Corridor**

In the fall of 2005, NRPC began working with City of Nashua staff to manage the widening of NH 101A from Somerset Parkway to Celina Avenue. Since that time NRPC has assisted the City in securing the services of McFarland-Johnson to complete the engineering and necessary environmental permitting. A public hearing was held on the project in the fall of 2008. NRPC staff will continue to work with the NHDOT and the City of Nashua as the project moves through final design and is advertised for construction.

In addition, NRPC is continuing to pursue an agreement with NHDOT to manage a project that will provide improvements along the western end of the corridor recommended within the Route 101A Corridor Master Plan and Improvements Program. The estimated cost of these improvements is between \$5.5 and \$7.5 million.

### **Peak Hour Modeling**

The increasing focus on traffic issues in the Nashua region has resulted in greater demand for peak hour turning movement forecasts for intersection operation analysis. Over the course of the FY08-FY09 UPWP, NRPC has been building the database of land use and traffic operations data necessary to support development of peak hour models. During FY10 and FY11, NRPC will implement morning and afternoon peak hour models. These models will then be available for use by NRPC to respond to requests from municipalities, the NH DOT, and consultants.

### **Transportation/Climate Change**

The Nashua Regional Planning Commission proposes to analyze the relationship between land use, transportation, and greenhouse gas production in the region. NRPC will work with New Hampshire Department of Environmental Services and neighboring RPC's to develop a methodology to estimate greenhouse gas emissions from the transportation sector for several land use scenarios by quantifying the impact on VMT and sustainable public transit. The end product will be a model that can be applied to other regions of the state.

### **Alternative Commute Week**

NRPC will spearhead efforts to celebrate the May 2010 Alternative Commute Week by convening a planning committee made up of transit providers, bike and pedestrian interests, businesses, healthcare providers and other interested to plan events which focus on alternative transportation.

## LAND USE PROGRAMS MAJOR ACHIEVEMENTS IN FY 2009

### **iTRaC: Integrating Transportation and Community Planning**

Research Assistance & Public Outreach ~ during the past year the iTRaC program began offering research assistance and public outreach services to its communities. Mont Vernon, for example, utilized the research assistance to obtain information on town owned versus private roadways. Public outreach services include anything from brochures and posters to press releases and direct mailings. iTRaC can create a variety of eye-catching outreach materials to help educate citizens and keep them informed of events and projects. Please let us know if your community is interested in these services.

Special Projects ~ the iTRaC team has completed special projects in Brookline, Hollis, and Lyndeborough and has started a project in Merrimack:

- Hollis – The iTRaC team worked with Hollis to develop a comprehensive set of road standards for new development in the town. The revised document was adopted by the Planning Board into the Subdivision Regulations.
- Brookline – The iTRaC team worked with Brookline to develop a vision for the Route 130 and Route 13 corridors within town. The town can incorporate these findings into the Visioning Chapter Master Plan update as needed.
- Lyndeborough – The iTRaC team worked with Lyndeborough to identify existing trails and encourage economic development through the promotion of equestrian facilities. A Trails Committee has since been established to pursue the development of a trails system throughout the town.
- Merrimack – The iTRaC team has begun working to address pedestrian and trail connections within the town center of Merrimack.

Trainings at your Doorstep ~ it is hard for busy board members to fit evening trainings into their schedules so iTRaC has brought the trainings to them. Over the past year, Landscaping, ZBA, and Planning Board trainings were held in Nashua; a hands-on workshop of “Building it Better” was held in Milford; and a Small Wind Energy training was held in Hudson.

Fact Sheets & Guidebooks ~ Fact sheets have been developed on scenic roads, septic design, site plan review, and a 2008 Legislative Update. A porous pavement fact sheet will be released soon. A guidebook entitled “Making the Connection: a guide to achieving comprehensive land use and transportation planning” was also published.



## Community Technical Assistance Program (CTAP) for Hudson, Litchfield and Pelham

CTAP covers the 26 towns in the I-93 corridor that will be directly impacted by its widening. In the Nashua Region, the communities affected are Hudson, Litchfield, and Pelham. In order to coordinate the many projects within the CTAP program, NRPC created subcommittees in each CTAP community to identify special planning projects for their towns. With NRPC's assistance, the Town of Pelham has completed an Economic Development Strategic Planning Process, which culminated in a highly successful Business Summit with over 200 people in attendance.

NRPC also assisted with updating the goals in the Strategic Economic Development Plan for the Town of Litchfield, created in 2000. NRPC has completed Litchfield's Phase I projects, which include creating an economic development website, conducting a town-wide business survey, and hosting an economic development presentation for a large commercial development that will impact the Town.

NRPC is nearing completion of a planning project for the Town of Hudson on a proposed connection between the Sagamore Bridge and Route 111.

## MAJOR INITIATIVES FOR FY 2010

### iTRaC: Integrating Transportation and Community Planning

In FY 2010, NRPC will focus on strengthening our partnerships with communities in the region by continuing to customize services. NRPC will work with local boards to hold customized trainings during regularly scheduled work sessions, conduct research projects, create outreach materials and tools for new board members, and accept applications for special projects on a rolling basis. If your community is interested in any of these services at no cost, please contact Camille Pattison, 424-2240 x14 for additional information.

### CTAP

In addition to assisting Pelham, Litchfield, and Hudson with their discretionary projects, NRPC will administer an effort to develop an innovative, web-based land use board training program. The first three topics being developed are Meeting Management, Plan Reading and Analyses, and Conservation Subdivisions.

### Outreach Campaign

NRPC Staff members will be conducting an outreach campaign, visiting with local officials, boards and committees to brief them on NRPC's goals and efforts in the region and to understand how we may best serve each individual community.

## GIS PROGRAMS MAJOR ACHIEVEMENTS IN FY 2009

### GIS Implementation for Merrimack Village District

The GIS Department continued implementation of GIS data and applications for Merrimack Village District (MVD) Water Utility. This work built on the GIS Needs Assessment, Data Model, and Implementation Plan completed in previous years and put into practice the strategies identified in those reports. The GIS Department is now into the data development phase of the project. This includes extensive GPS fieldwork to precisely capture water system features. During FY09 GIS staff captured used GPS to capture mainline water system valves and mainline pipes throughout the entire network.

### Land Use Modeling

GIS staff continued to work on a land use forecasting model. This is the next step in the analysis of regional growth that began with the Region-wide Buildout Impact Analysis Report. A significant amount of detailed parcel level data has been gathered for this process including demographic data, such as ethnicity, income, number of children, work and commute patterns as well as housing data, such as assessed value, year built, floor area, and development type. A disaggregate Census synthetic household population has been created and will be used as both inputs to the model to analyze development potential and as output indicators in future year forecasts. Preliminary methods have been identified and implementation will continue into the next year. The data created for this project has already proved extremely useful in other planning projects.

### Hollis Historic Resource Mapping

NRPC GIS completed a project with the Town of Hollis to map historic resources. GIS staff created over 1200 electronic site maps and locator maps to be used in a browsing database format. Each electronic map will be linked to a parcel ID and all other information about that historic resource. The database will be available in Town Hall. In addition, NRPC has created a display poster and map of the historic resources in town symbolized by type (house, barn, well, etc.).

### Mason Data and Maps Update

GIS staff completed the work required to include Mason in NRPC's FIS database. When Mason joined the Nashua region, it required significant data gathering and development. All data maintained by NRPC at a regional level was updated, including roads, water, wetlands, and floodplains. All local Mason data was also updated including, parcels, zoning, and building points. Much of this data was provided by Southwest Regional Planning Commission, however, significant spatial and attribute corrections needed to be made to meet NRPC's database standard. The Mason maps will be part of a redesigned standard map set created to coincide with NRPC's new logo design. The final step will be to integrate Mason into NRPC's Regional Travel Demand Model.

### Mapping & Data Creation

The GIS Department created a wide variety of GIS data and maps for various projects in the region. GIS staff updated Nashua Transit System (NTS) RideGuide Maps as well as the display route maps posted at the main Transit Center in Downtown Nashua. Other mapping includes updated base map production for Litchfield and Mont Vernon and new zoning mapping for Pelham and Hudson. In the last year, NRPC has moved into online interactive mapping with Google Maps & Google Earth. NRPC's traffic count data can now be viewed in a map and queried for free online using a link on the NRPC website. A Google Maps application for Litchfield's Economic Development map parcels is available for new businesses.

## GIS PROGRAMS INITIATIVES FOR FY 2010



### GIS Implementation for Merrimack Village District

During FY 10 the GIS Department will continue to implement GIS data and applications for Merrimack Village District (MVD) Water Utility. Data development work to be completed includes:

- finalizing all system valves and mainline pipes
- beginning the process of collecting service or shut-off valves
- creating a laminated map book of the water system
- installing software and data on to MVD's computers

GPS fieldwork to collect service valves will be the largest single piece of the data development process. Each house and most businesses have a shut-off valve that is slightly buried or hidden. NRPC will work with MVD staff to plan the most efficient method for GPS gathering of the features.

### Nashua Transit System Ridership Prediction Model

NRPC GIS is beginning work on a ridership prediction model for bus stops in the NTS service area. NRPC will develop a statistical model that predicts transit ridership using dis-aggregate demographic, employment, and land use information at the household or parcel level, as well as pedestrian network based distances. Daily ridership will be predicted for a number of key locations in Nashua. Once the model is established, a ridership prediction from anywhere in the NRPC region is possible. In addition, as NRPC's land use modeling advances, ridership could be predicted for any stop, existing or hypothetical, for any year in the next thirty years. The effects on ridership of proposed large residential or commercial developments could also be modeled.

### Land Use Growth Analysis

During FY 10 the GIS Department will implement a land use allocation model. The focus of this effort will be to develop modeled 30-year land use growth scenarios that are sensitive to and account for exogenous demographic and economic forecasts, transportation network accessibility, redevelopment potentials, land use regulatory changes, and large proposed or hypothetical developments. The model will iteratively recalculate potential development on a yearly basis accounting for development incentives or disincentives that may occur over time. The land use model will interact closely with NRPC's peak-hour transportation model and will offer land use scenario testing on the effects of land use and transportation decisions made within the region.

### New Standard Map Sets

During FY10 NRPC GIS will produce updates to our standard map sets for each community in the region. A template for a new Street Index Map is complete and work has begun on updating each community. This map will have the most up-to-date street information as well as a street name index, community features, historic sites, bridges, transmission towers, and other typical street map data. A large region-wide display map is also in development. Additional standard maps, such as environmental features, are planned. The Street Maps often serve as a base for zoning maps, trail maps, and other community requested mapping products. NRPC will notify communities when the new maps are ready for distribution. Printed maps on standard or glossy paper will be available and the maps will also be downloadable from NRPC's website.

# Environmental Programs

## ENVIRONMENTAL PROGRAMS MAJOR ACHIEVEMENTS IN FY 2009

### **Brownfields Assessment Program**

The Brownfields Advisory Committee has begun work on the new hazardous materials grant within the Nashua Region. The property inventory will be completed during the summer of 2009, with detailed assessments beginning on priority properties immediately thereafter. If you are interested in getting involved with redevelopment planning or serving on the Brownfields Advisory Committee, please contact Minda Shaheen at 424-2240, x 29.

### **Household Hazardous Waste (HHW) Program**

Residents of Amherst, Brookline, Hollis, Hudson, Litchfield, Merrimack, Milford, Mont Vernon, Nashua, Pelham and Windham may participate in the HHW collections. This year the District continued its electronics and pharmaceutical collections as well as its participation in the Mow Down Pollution lawnmower exchange program. Volunteers are always needed to assist with the collections. Please contact Minda Shaheen at 424-2240, x 29 if you are interested in volunteering for this important program.

### **Energy Planning**

Over the last year NRPC has helped the communities of Brookline, Hollis, and Milford to establish Local Energy Committees and conduct energy inventories. NRPC is also working with the Amherst Energy Committee, which was already established, to begin conducting an energy inventory there. Energy inventories help communities to assess their current energy use and track their energy reduction progress. Once the Energy Inventory is complete, NRPC will write a report that summarizes and analyzes the findings, which the town can use to prioritize energy improvements.

In addition to working with Local Energy Committees, NRPC also provides training and technical assistance to communities through its Regional Energy Program. NRPC began an Energy Roundtable to share knowledge, technical expertise, and lessons learned as communities in the region take action to address climate change and energy issues at the local level. The Energy Roundtable meets several times a year and is open to municipal officials, board members, planners, citizens, and anyone who has an interest in creating change at the local level. NRPC also offers trainings on the EPA's Portfolio Manager software. During the training, participants enter data for a town building and leave with a calculation of the building's greenhouse gas emissions and a baseline energy performance ranking.

### **Regional Environmental Planning Program (REPP)**

NRPC introduced communities to the Innovative Land Use Guide through presentations on selected model ordinances and with outreach materials that provided in-depth information on the contents of the innovative chapters. NRPC also continues to support the region's Stormwater Coalition, which is a group of public works directors and planners from the region who are required to implement the NPDES Phase II Stormwater provisions.

### **Stormwater Education Curriculum**

NRPC is developing a stormwater education curriculum for NPDES Phase II communities with a focus on students in grades 5-12. This curriculum will help to satisfy EPA requirements concerning Public Outreach and Education for communities involved with stormwater permitting.



### **NHOEM Hazard Mitigation**

In FY 09, NRPC began developing a Hazard Mitigation plan for the Town of Mason and updating plans for Merrimack and Wilton. A portion of these studies is funded through the Federal Emergency Management Agency as part of a national strategy to lessen or avoid losses from natural disasters.

### **Lower Merrimack River Corridor Recreational Trails Inventory Project**

In September 2008, NRPC finalized an inventory of existing recreational trails and river access points within the Lower Merrimack River Corridor. While the information gathered revealed complex and contradictory thoughts about trail use within the river corridor, this information will be critical to help identify the existing issues associated with future trail development in the region.

## **MAJOR INITIATIVES FOR FY 2010**

### **Brownfields Assessment Program**

NRPC is pleased to continue the regional brownfields program with the assistance of a second Brownfields grant. This all-hazards grant will utilize and expand the inventory of potential Brownfields sites that was developed under NRPC's first grant. If you are interested in getting involved with this program, please contact Minda Shaheen at 424-2240 x 29.

### **Low Impact Development Guidebook and Impervious Surface Model Ordinance**

NRPC will be developing an impervious surface model ordinance for implementation within the one-quarter mile Lower Merrimack River Corridor. The Lower Merrimack River Corridor is found adjacent to the Merrimack River in the communities of Hudson, Litchfield, Merrimack, and Nashua. In order to help potentially affected property owners more easily comply with impervious surface requirements, a Low Impact Development (LID) Guidebook will be simultaneously developed to provide instruction, illustration, and basic engineering specifications of development options.

### **Regional Environmental Planning Program (REPP)**

NRPC will continue its efforts to bring the Innovative Land Use Guide and its diverse array of model ordinances to the NRPC communities and will further assist interested communities with the ordinance revision and adoption process. NRPC will also continue to support the region's Stormwater Coalition, especially in light of changes that will be adopted through the Phase III NPDES permit issued by the US EPA.

### **Souhegan River Watershed Management Plan (SRWMP) Adoption**

NRPC will provide staffing and technical assistance to the Souhegan River Local Advisory Committee (LAC) through creation of an implementation kit for the SRWMP. The kit will address the process by which the SRWMP could be integrated into subdivision and/or site plan review regulations. It will also contain maps and brochures publicizing the SRWMP and the Local Advisory Committee, as well as presentations for municipal boards on the importance of and process by which the SRWMP can be integrated into community Master Plans. The purpose of this project is to provide the LAC and member communities with the information they need in order to begin the SRWMP adoption process.

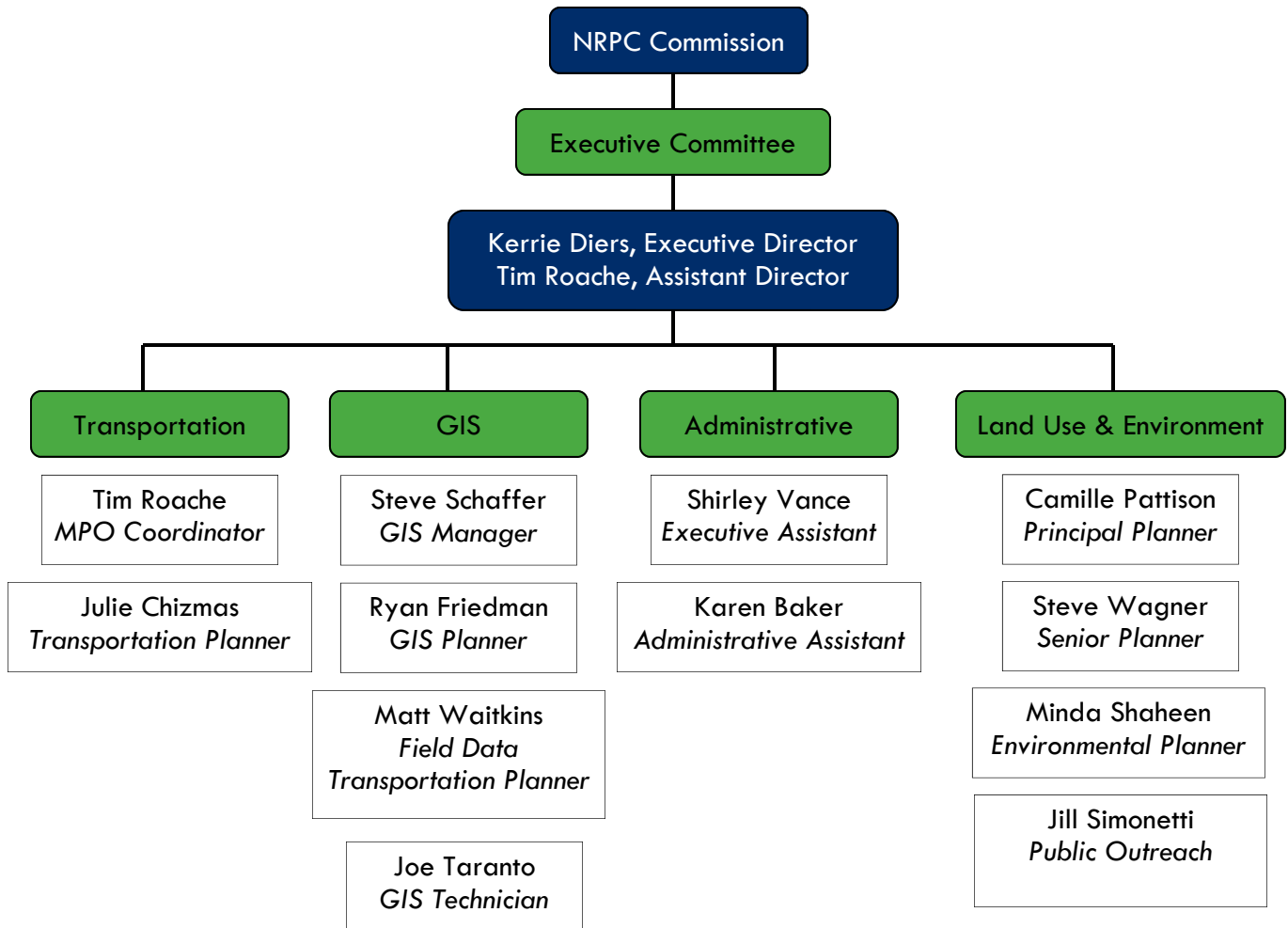
### Energy Program

In the upcoming year, NRPC will work to expand the Regional Energy Program by establishing Local Energy Committees and conducting energy inventories in three more communities. NRPC will also seek additional sources of funding to grow and sustain the program once the EPA and NH Charitable Foundation grants expire. If you have any questions about the Regional Energy Program, please contact Jill Simonetti at [jills@nashuarpc.org](mailto:jills@nashuarpc.org) or 424-2240 x 24.

### NHOEM Hazard Mitigation

In FY 10, NRPC will complete updates for Merrimack, Wilton, and possibly two additional communities. A portion of these studies is funded through the Federal Emergency Management Agency as part of a national strategy to lessen or avoid losses from natural disasters.

# NRPC Organizational Chart





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