

McINTYRE PROJECT

March 6, 2018



AGENDA

INTRODUCTION TO THE SESSION

What We Heard in the Stage 1 Sessions

Brief Recap on the first Stage 2 Session

Update on the Process

Tonight's Meeting Format

PANEL DISCUSSIONS

Transportation & Parking

Public/Private Partnership

REPORT OUT + NEXT STEPS

Introduction to the Session

STAGE 1 MEETINGS

REACTIONS? ④

got the right goals
big picture goals
integration not separation
BROAD goals - not specific enough. too much room for interpretation.
add: environmental/innovative use in future
add: historical perspective
not too high concept - respect history
? Link to 2025 MP?

Roof top rest. provide parking
what uses? - offices lacking
equal access - \$, open to all!

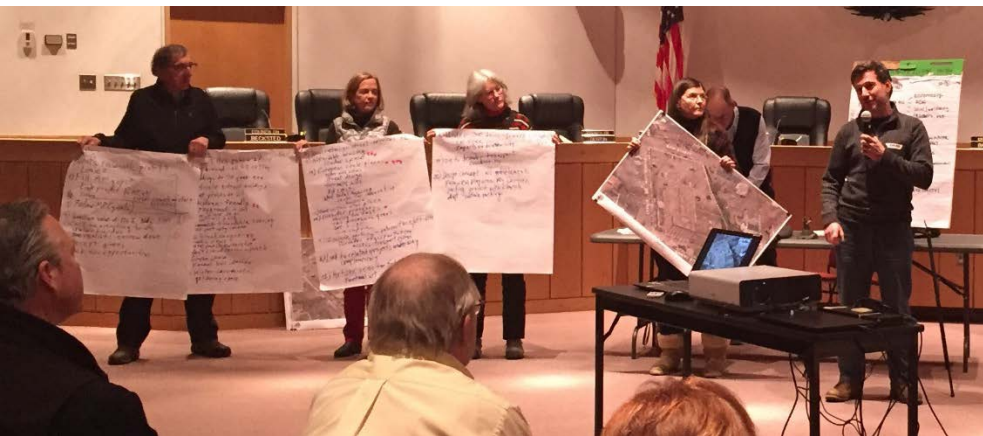
SC ①
GROUP 4
economically accessible
public space
pinnacle is lacking a lot - no org stores, hardware store
CONNSCT! with rest of community
ADA accessible in all

USE 3-1

- ✓ green space - fantastic, not just regular park w/art,
- ✓ public space
↳ that leads into retail
- ✓ public access + use of roof
- winter → impact on open space, roof access
- use that speaks to what was demolished
- not currently interactive w/community - make more open + accessible + interactive
- roof - walk around area that points out various historic points/places from diff views
- no reminds of Boston City Hall - BCHA is surrounded by open space w/a variety of uses
- look Boston - great ex of use of open space + art - public places for ppl to convene + parking underground

Ideas for design team ⑤

- Keep communication open bet. public, city + developer
- Keep land use bds. part of the process
- Variety of building styles
- What is city's economic need from this project? (taxes, rent, profit for city)
- innovative design for new building(s)
- remove as much of the brick walls as possible
- paint brick walls
- Avoid negatively impact on surrounding streets esp. Bow, Pen hollow



STAGE 1 MEETINGS

THOUGHTS ON CITY'S GOALS?

- **Reinforce and connect into the City's Master Plan.**
- Ensure that the best interests of the community are taken into consideration.
- Define 'fiscally prudent'.
- Provide more information on the **economic goals of the City.**
- Integrate **historic preservation and environmental considerations.**

WHAT WILL IT TAKE TO MAKE THE McINTYRE A VIBRANT PART OF DOWNTOWN?

- Site as a **destination** to draw people downtown; **retail that satisfies local resident needs.**
- Consider impact on neighborhood vitality.
- Maintain accessible views; provide **public rooftop access.**
- **Mixed-use** – no one overriding use with a lot of public space (art space, greenspace, water features, indoor attractions).
- **Think forward with parking and public transportation.**
- Aesthetically beautiful and **flexible** to adapt to future generations/conditions.

OTHER CONSIDERATIONS?

- Define 'reasonable profit'. **What is the City's economic need?**
- Be innovative and push the boundaries!
- Don't mess it up. **This is an amazing opportunity!**
- **Diversify the conversation** with new and different partners / voices.
- Assess the environmental cleanup that may be needed.
- Ensure site is a revenue generator, not revenue neutral.

STAGE 2 MEETINGS

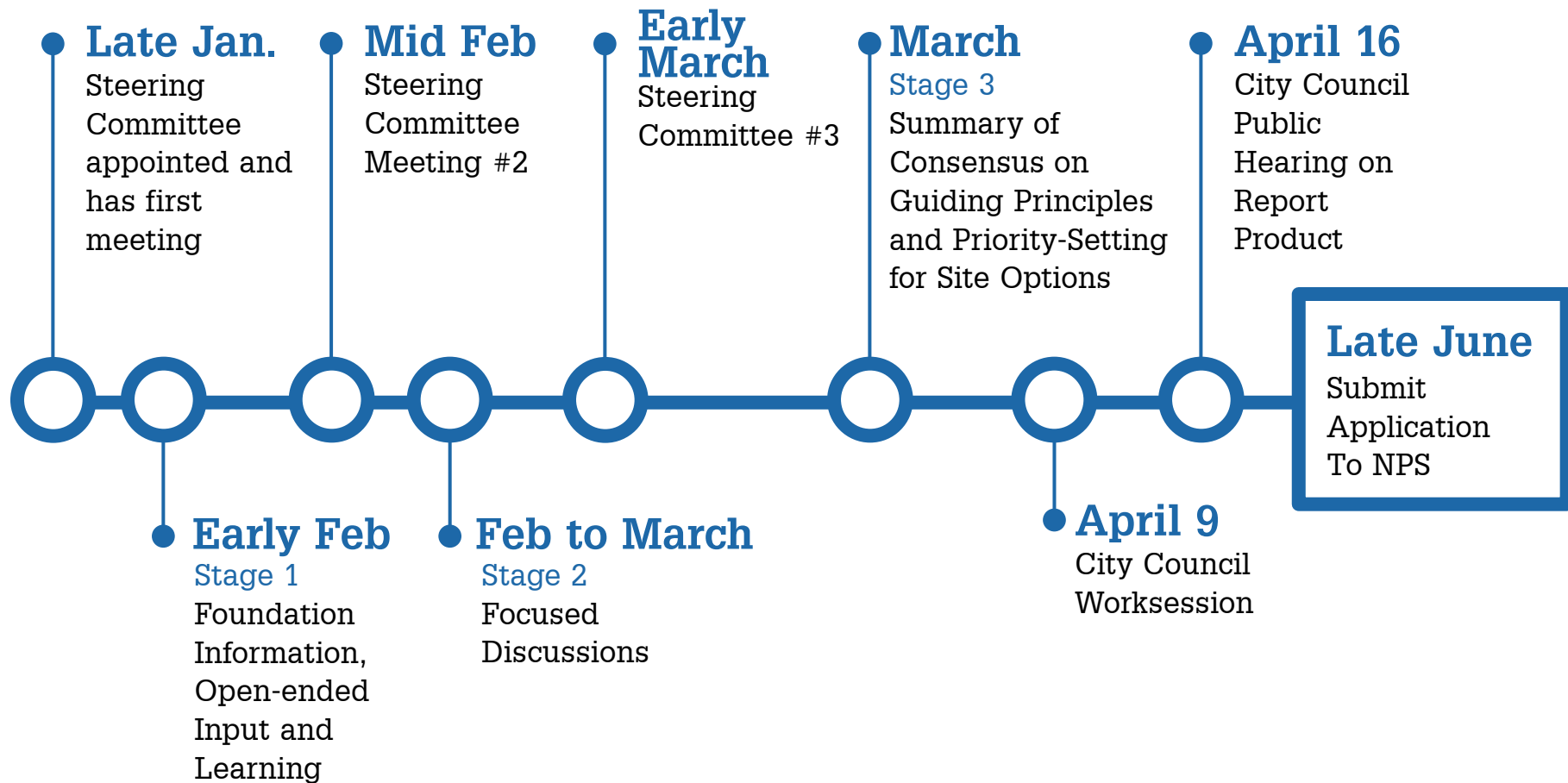
PUBLIC REALM

- Emphasize **connectivity** east/west and north/south the site. Consider how people will **access** the site and their pedestrian experience at the street level.
- Enhance **walkability and bike-ability** downtown.
- Enhance the wonderful character of downtown Portsmouth as an approachable small city.
- Draw people to the site through a **diversity of program within its public spaces**.
- **Wayfinding** and programming will be **essential in creating public roof deck space**.

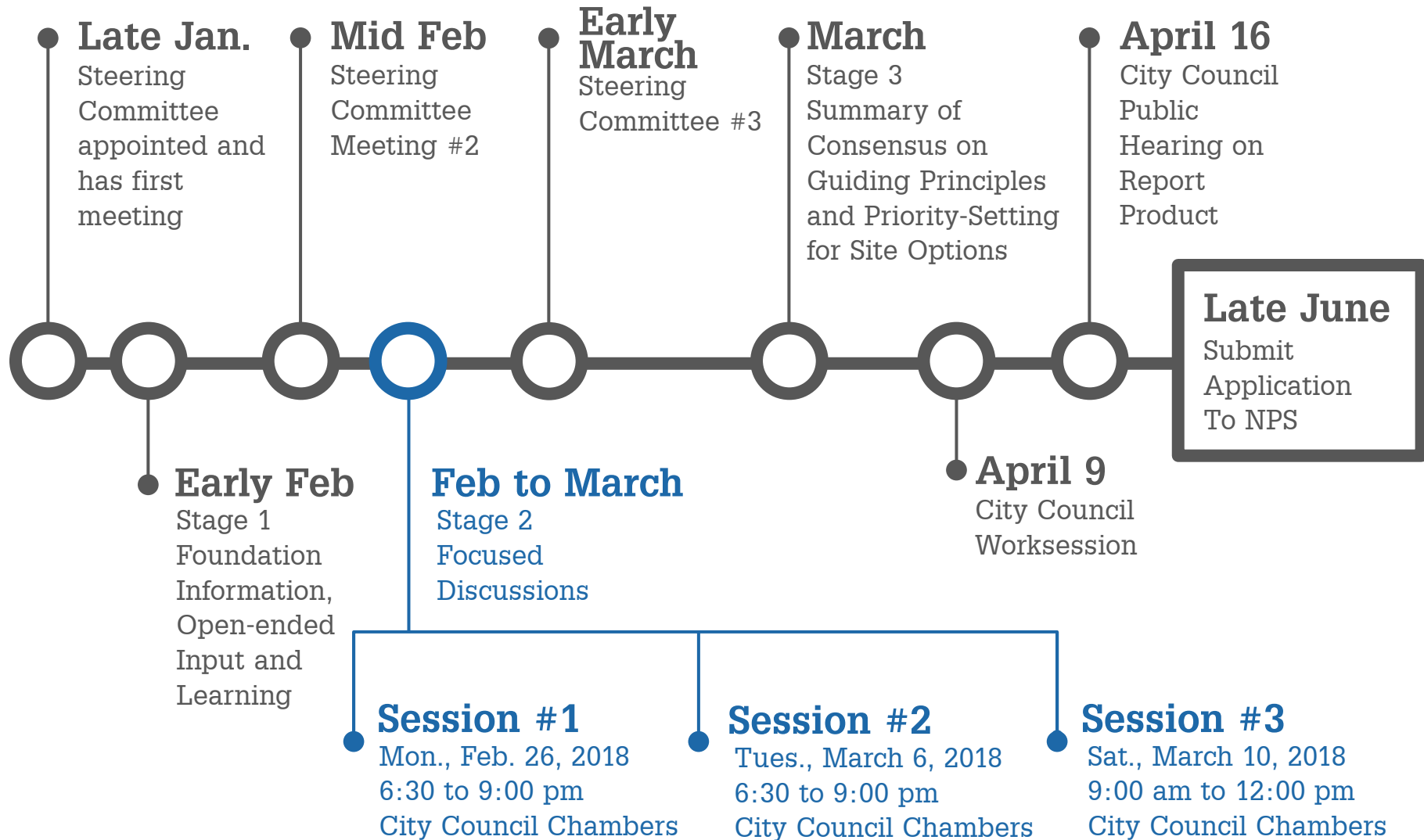
DESIGN & HISTORIC PRESERVATION

- **Work with the NPS** as to which features must be retained through the Secretary of Interior's Standards criteria.
- Balance alterations to the building with how to activate civic and street life. Allow for connectivity through the site from Daniel Street.
- **Minimize vehicular traffic** in and out of the site.
- The **right proportion of open space to building massing** is critical along Bow Street.

PROCESS



STAGE 2 PROCESS



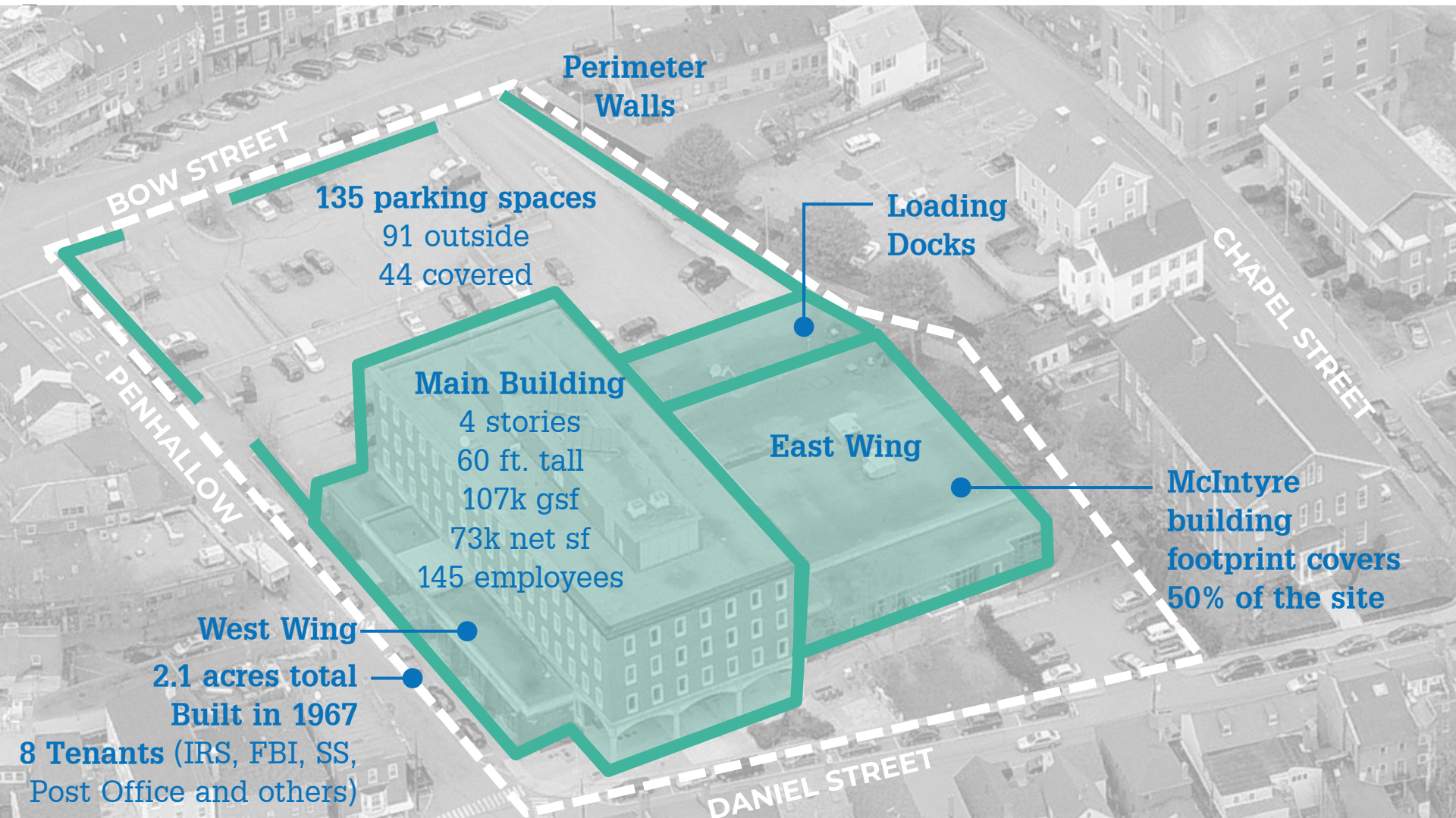
TONIGHT'S MEETING FORMAT

TOPIC 1:
**TRANSPORTATION
& PARKING**

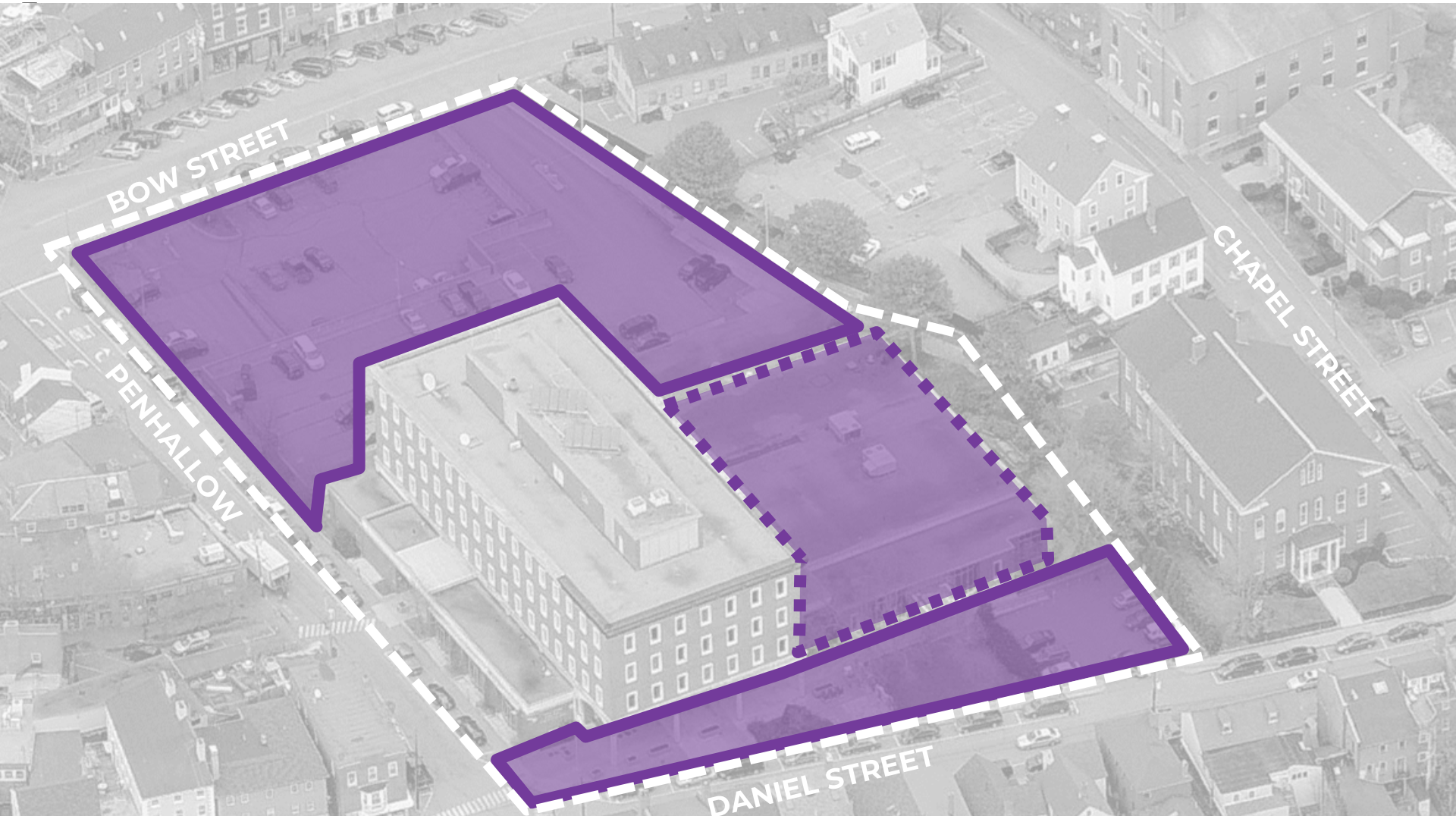
TOPIC 2:
**PUBLIC/PRIVATE
PARTNERSHIP**

- a. Panelist Introductions
- b. Brief Introduction to the Topic
- c. Facilitator-posed Topical Questions to the Panelists
- d. Discussion & Public Questions/Comments

PROJECT SITE




OPPORTUNITY ZONES



Transportation & Parking

CITY POLICIES, PRINCIPLES & GOALS

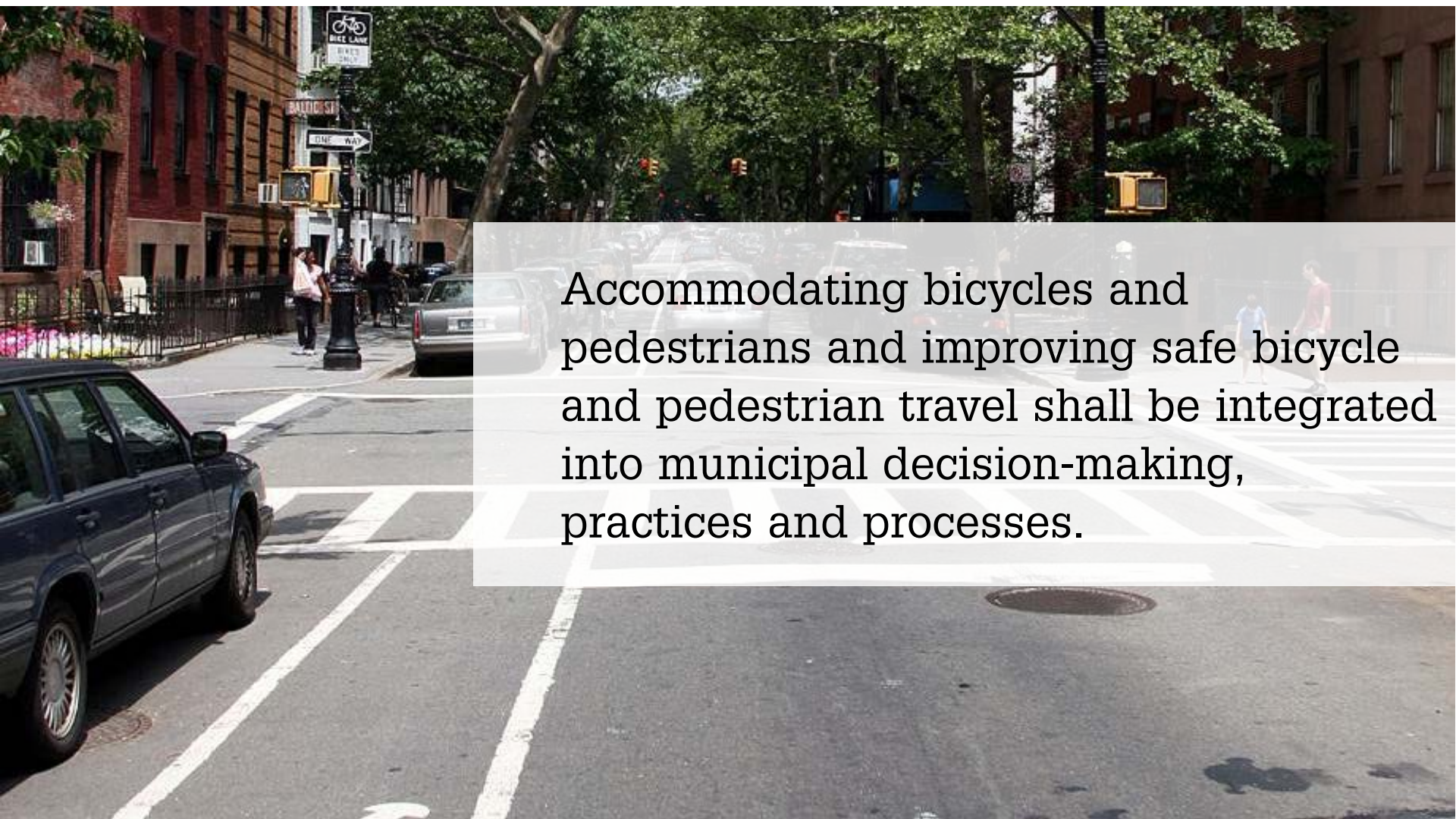
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- Complete Streets Policy
 - Bicycle Friendly Communities Policy
 - Walk Friendly Communities Policy
 - Complete Street Design Guidelines
 - Bicycle and Pedestrian Plan
 - Guiding Parking Principles for Downtown

COMPLETE STREETS POLICY



Streets and roadways in the City of Portsmouth will be **convenient, safe and accessible for all transportation users**, including pedestrians, bicyclists, transit vehicles and riders, children, the elderly, and people with disabilities.

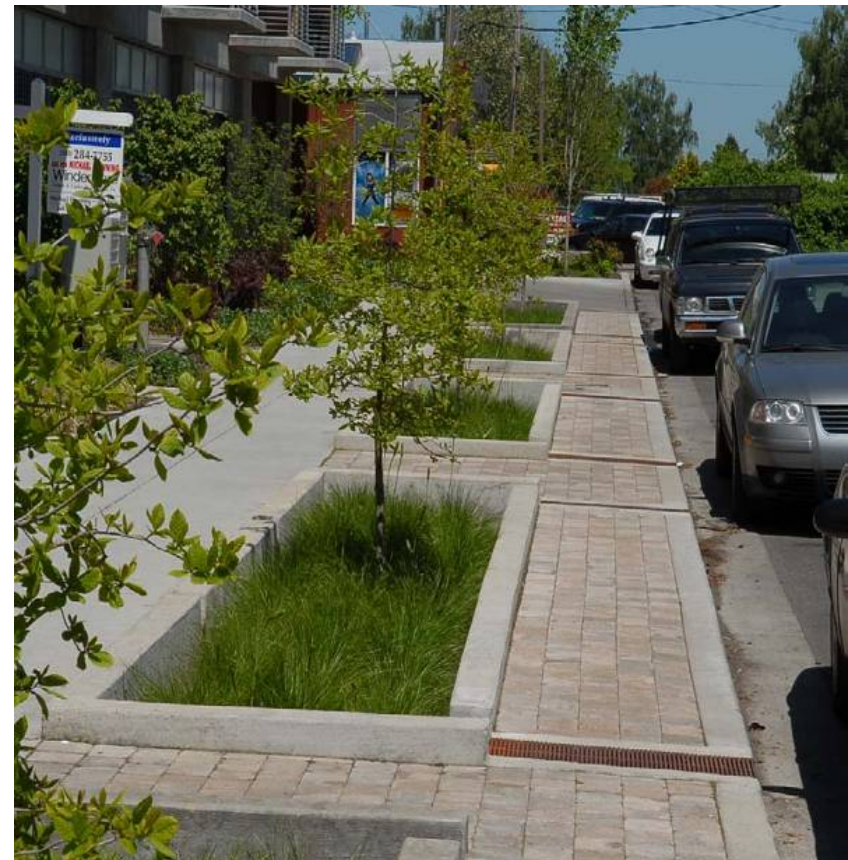
WALK/BIKE-FRIENDLY POLICIES



Accommodating bicycles and pedestrians and improving safe bicycle and pedestrian travel shall be integrated into municipal decision-making, practices and processes.

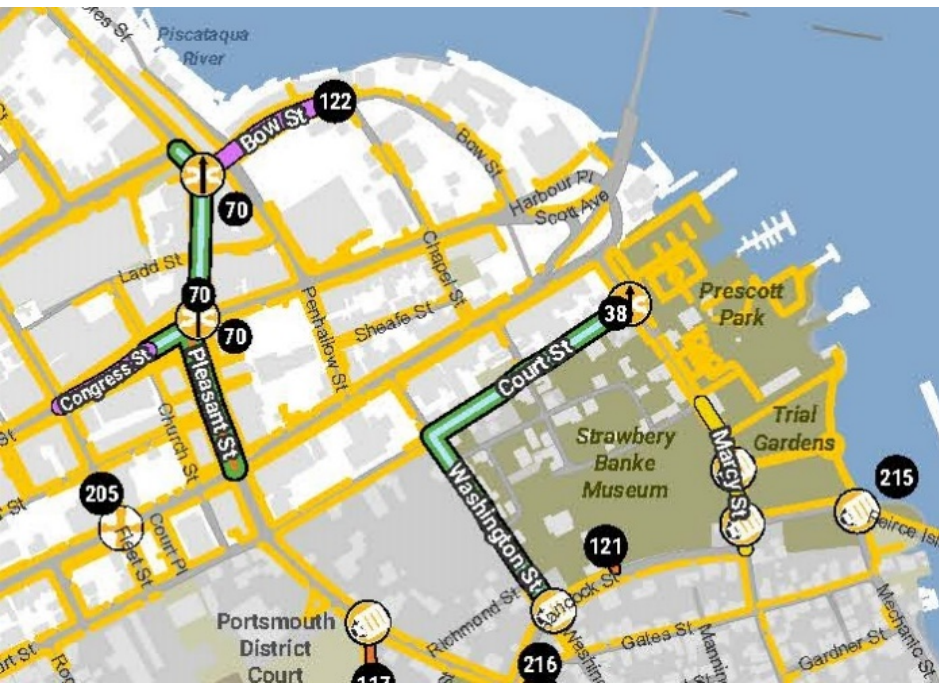


Many elements of street design, construction, and operation can achieve **both Complete Streets** that work for all travelers and **‘green’ streets** that improve environmental sustainability.

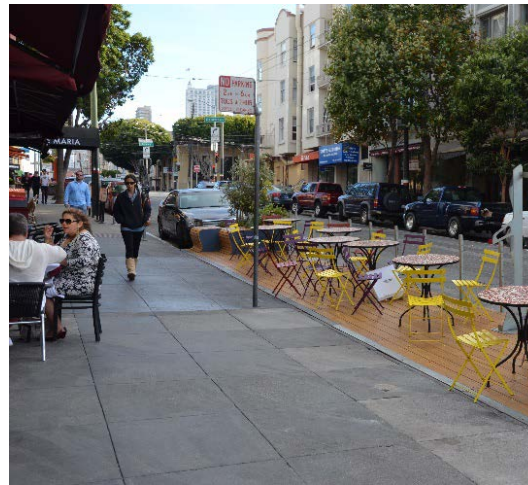


BICYCLE & PEDESTRIAN PLAN

Portsmouth residents, workers, and visitors will view walking and bicycling as comfortable and convenient ways to get around the city. Walking and bicycling will be a part of Portsmouth's culture, making the city a healthy and vibrant place to live.



MULTI-MODAL INFRASTRUCTURE



MULTI-MODAL INFRASTRUCTURE





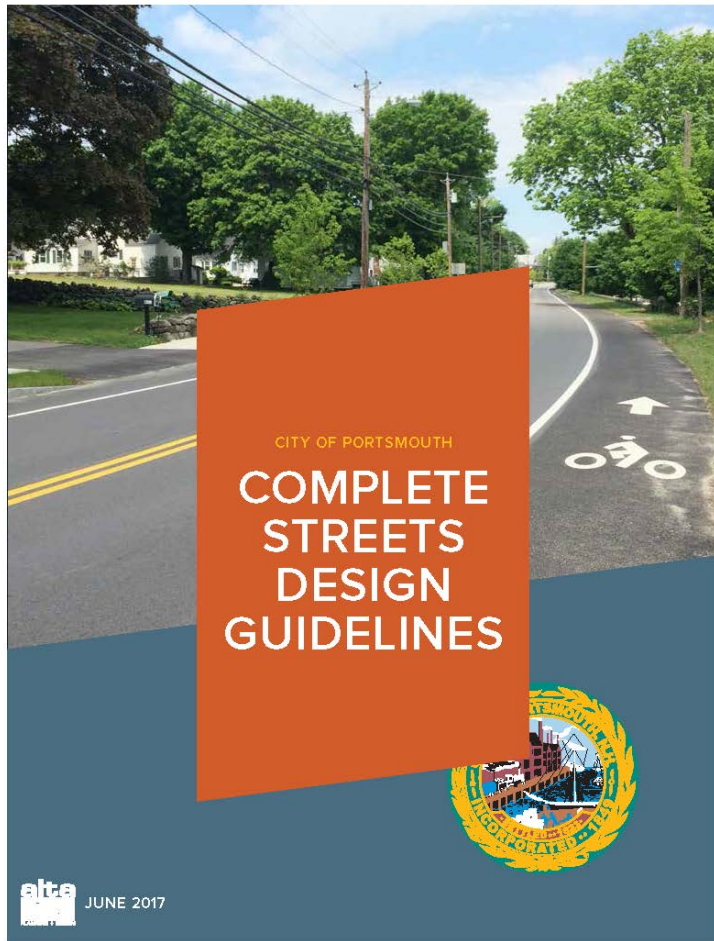
\$52 for a monthly bus pass
or a single tank of gas?
I choose the bus.

COAST
There
It's your ride—take it.

www.coastbus.org

COAST

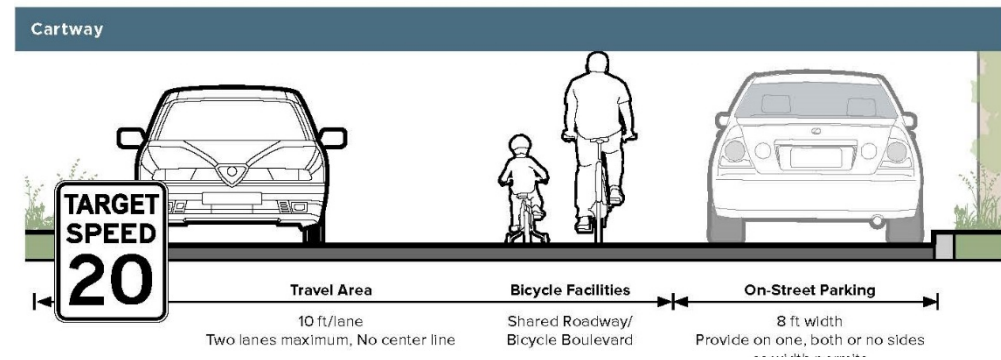
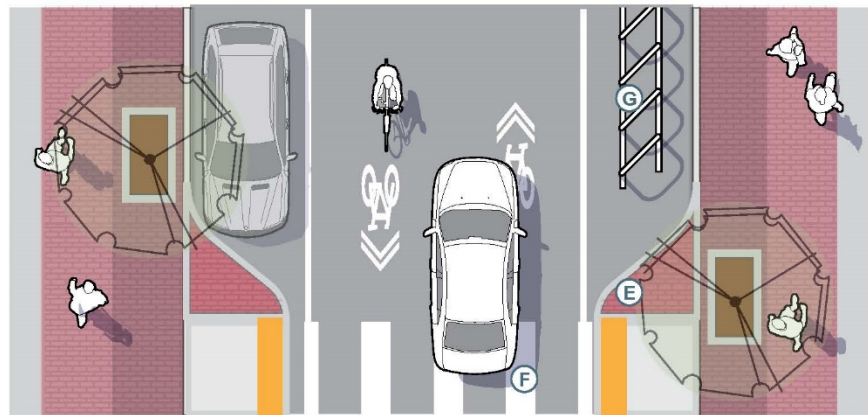
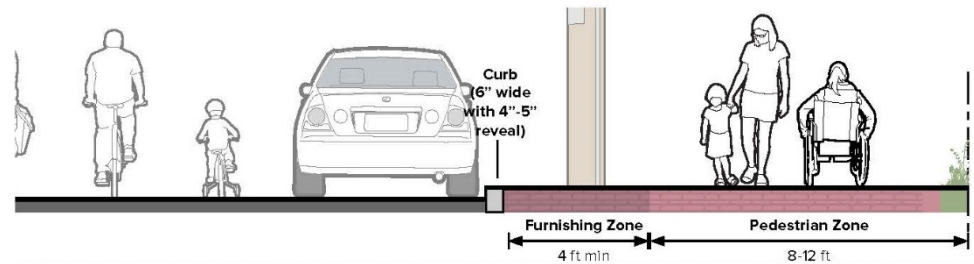
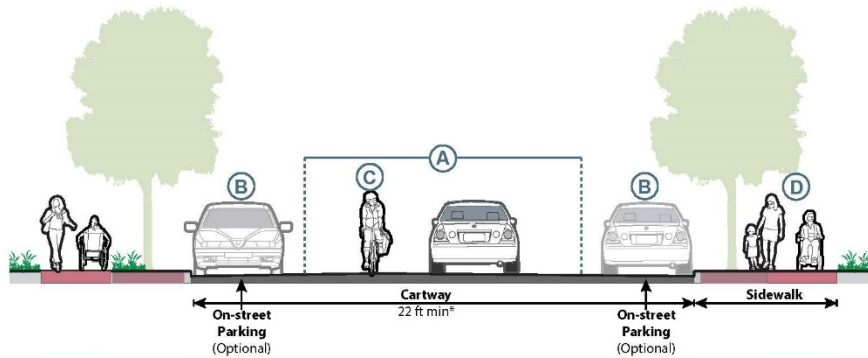
COMPLETE STREET DESIGN GUIDELINES



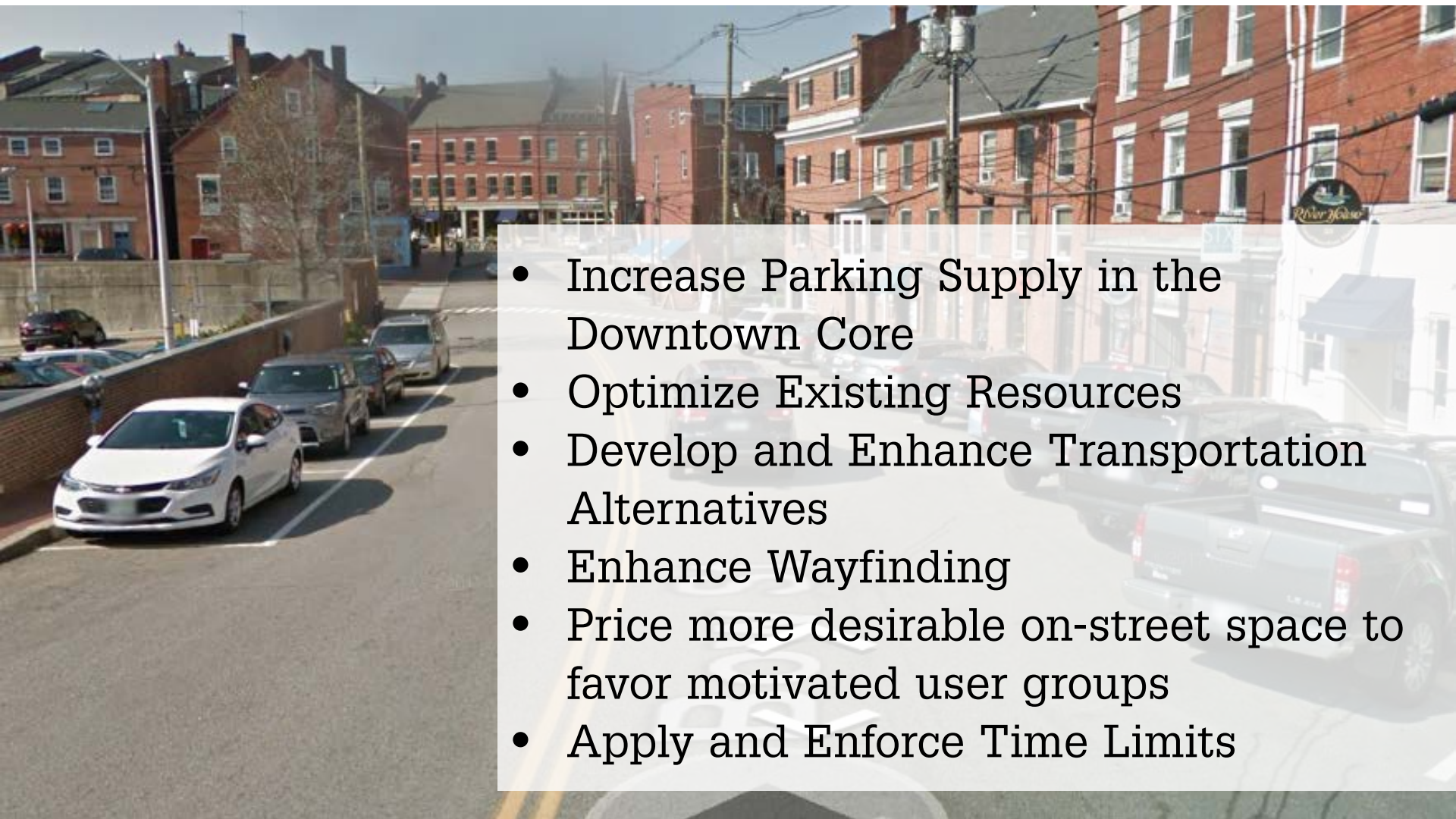
City Core Slow Streets provide for short distance, low speed trips within the Downtown. The street design encourages slow speed interactions with bicyclists and crossing pedestrians.

- Prioritize pedestrian and bicycle users and on-street parking over thru traffic.
- Designs vary depending on context of abutting land uses and one-way vs. two-way configuration.

COMPLETE STREET DESIGN GUIDELINES



DOWNTOWN PARKING PRINCIPLES

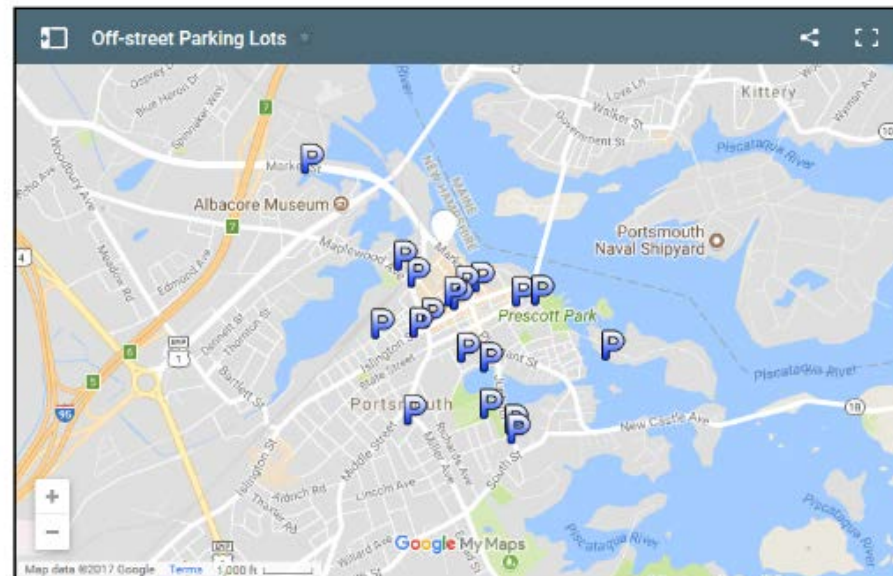
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- Increase Parking Supply in the Downtown Core
 - Optimize Existing Resources
 - Develop and Enhance Transportation Alternatives
 - Enhance Wayfinding
 - Price more desirable on-street space to favor motivated user groups
 - Apply and Enforce Time Limits

DOWNTOWN PARKING PRINCIPLES



PARKING MAP

Click the map below to view a larger version.



TRANSPORTATION TRENDS



Book a ride on
your phone

Get picked up on
a nearby corner

Share your ride
with others

Save cash and
reduce
emissions

An aerial, sepia-toned photograph of a city street scene. A large, multi-story building with a flat roof and many windows is the central focus. It has a small, lower section on its left side. The building is surrounded by parking lots filled with cars from the mid-20th century. Other buildings of various styles are visible in the background and foreground, including a church with a steeple on the right. The text "Panelist Discussion" is overlaid in a large, bold, red font across the middle of the image.

Panelist Discussion

PANELISTS

Bill Lyons

Transportation Planner

Erica Wygonik

Resource Systems Group, Inc.

Juliet Walker

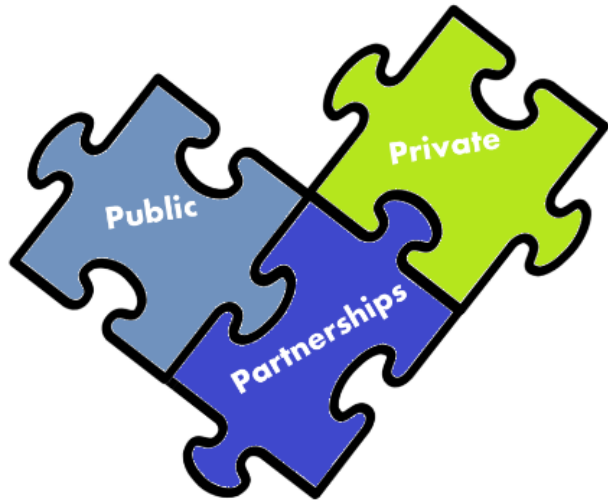
Planning Director, City of Portsmouth

Patrick Crimmins

Tighe and Bond of the Redgate/Kane Team

Public/Private Partnership

WHAT IS A PPP?



A **Public-Private Partnership (PPP)** is nothing but a partnership between private and public stakeholders that:

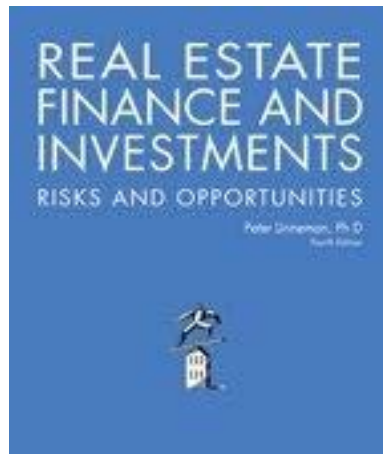
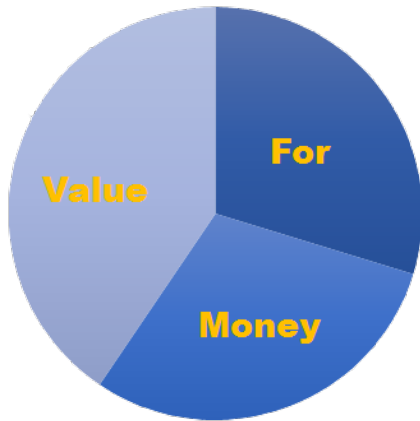
- encompasses multiple phases of a project
- works toward a common goal
- allocates any given risk of a project to the partner best able to manage it

WHAT IS THE PPP STRUCTURE?



- A long-term contract between partners that defines the rights and obligations of each along with mechanisms for dealing with unforeseen events or lack of compliance over the term of the agreement.
- “The art of the PPP resides in the allocation of risk of the project and in the definition of framework, principles and rules to deal with change –because it will occur.” - (Yale Insights)

EXPERTISE NEEDED FOR A SUCCESSFUL PPPs



- Real estate finance
- Economics
- Negotiations/law
- Engineering
- Regulatory experience
- Community building

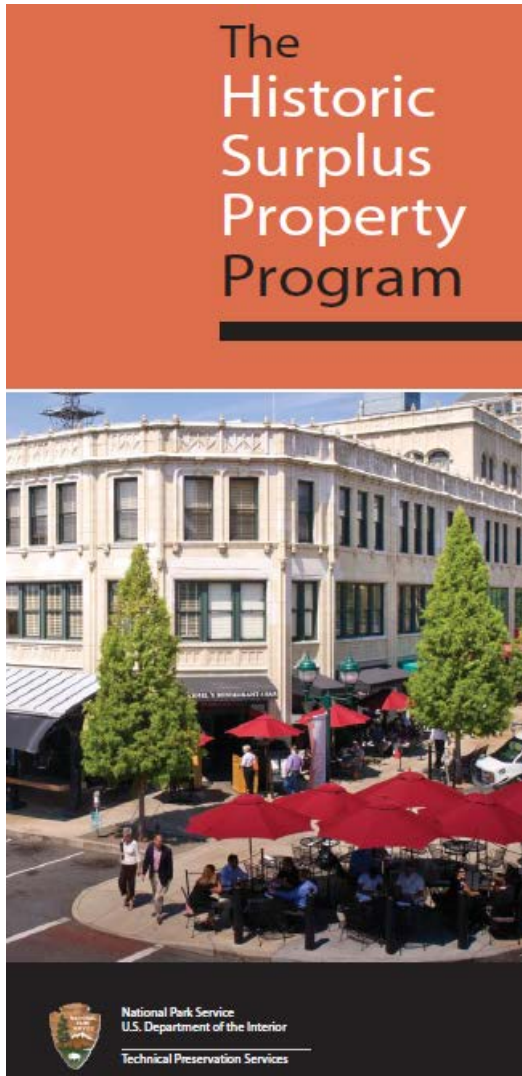


ULI Member Survey on PPP Challenges



Source: Charles A Long Properties

WHAT MAKES THIS PPP UNIQUE?



The Federal Historic Surplus Property requirements:

- Preservation Plan
 - Secretary of Interior Standards
- Land Use Plan
- Financial Plan
 - Taxes
 - Ground lease rent
 - Reasonable return
 - Excess profit

WHAT WOULD MAKE A SUCCESSFUL PARTNERSHIP FROM ECONOMIC DEVELOPEMENT PERSPECTIVE?

What we've heard:

- Flexibility in economic uses to adapt to new and changing retail/needs of the community in the long-term
- Uses that bring residents back downtown
- Post Office
- Indoor Public Market/farmers market
- District Hall-type model
- “Economic affordability” desired – housing, business space, goods & services
- 24/7, year-round, activity in the buildings
- Public realm that is flexible – public access to roof
- Housing
- Vibrant and active ground floor

CITY'S GOALS

Master Plan Goals for Urban Core:

- Commercial cultural attractions
- Adaptable building and land uses that support wide range of economic activity
- Space for entrepreneurial business that attracts talent and innovative workers in affordable setting
- Affordable housing
- Artist/performance space

Economic Development Commission's Goals for the Site:

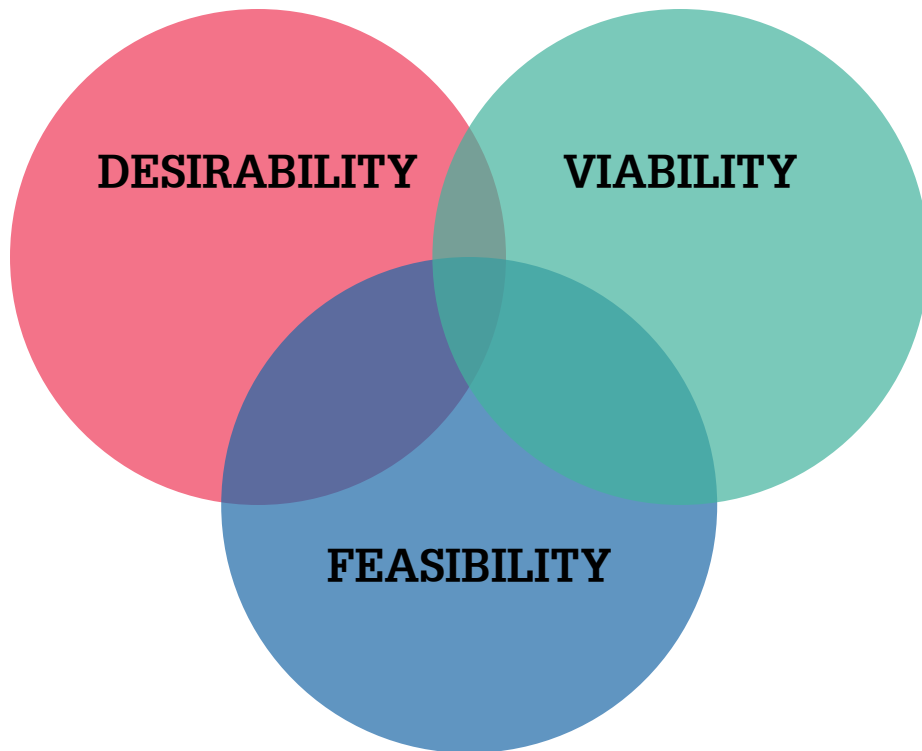
- Development that contributes to balance of land use downtown
- On-site uses that sustain downtown vitality and at the same time create opportunities for high wage employment.
- Inclusion of additional public parking and active commercial development on the Bow Street frontage.

ACTIVITIES THAT DRAW PEOPLE DOWNTOWN





CHALLENGE: WHAT PROGRAM OF USE RENDERS CONVERGENCE OF GOALS & FINANCIAL FEASIBILITY?



WE ARE LISTENING!



**“This is a once
in a lifetime
opportunity –
Please don’t
mess it up!”**



An aerial photograph of a city street scene. A large, multi-story brick building with many windows is the central focus. It has a flat roof and a small section with a gabled roof. The building is surrounded by other smaller buildings, parking lots with cars, and streets. The text "Panelist Discussion" is overlaid in a large, bold, purple font in the center of the image.

Panelist Discussion

PANELISTS

Phil Cohen

Economic Development Commission

Josh Levy

Waterstone Properties Group

Carla Goodknight

CJ Architects

Nancy Carmer

Economic Development Program Manager, City of Portsmouth

Steve Perdue

Redgate of the Redgate/Kane Team

REPORT OUT + NEXT STEPS

STAGE 2 PROCESS

