



McIntyre Project Public Input Process
- ESSENTIAL FRAMEWORK –
As of May 2, 2018 – Report Back from Steering Committee

A. PUBLIC REALM	Met	T.B.D.
<ul style="list-style-type: none"> ▪ Include easily adaptable public realm spaces that accommodate modestly-sized indoor and outdoor gathering space and a variety of activities and programming options for all ages. The public realm of the McIntyre should complement existing and planned Portsmouth assets (e.g. Market Square, Prescott Park, Vaughn-Bridge-Worth, etc.). 	<ul style="list-style-type: none"> ✓ Indoor space is allocated at 7,500 s.f., and adaptable ✓ Staircase to Chapel Court, stage platforms, play furniture, public art complement assets ✓ Passive/active areas included ✓ 4-season activity planned 	<ul style="list-style-type: none"> ☐ Consider public access to programming, particularly indoor space, through lease
<ul style="list-style-type: none"> ▪ Establish a highly walkable project buildout that creates interesting and varied pedestrian experiences (including public art and views) along all property edges and throughout/within the property. Make edges active and inviting. 	<ul style="list-style-type: none"> ✓ Access from Daniel, through McIntyre building, from Commercial Alley to Linden Way, and from Bow ✓ Perimeter walls removed to create access ✓ Penhallow sidewalks widened ✓ Public art and views are included 	<ul style="list-style-type: none"> ☐ Further define universally accessible routes of travel ☐ Consider how to accommodate increased pedestrian activity at Penhallow/Bow ☐ Consider Daniel St. improvements for enhanced pedestrian experience
<ul style="list-style-type: none"> ▪ Offer an opportunity for the public to access to the expansive elevated views of the downtown and waterfront. Preserve critical viewsheds from the street level experience. 	<ul style="list-style-type: none"> ✓ Accessible, elevated views included ✓ Penhallow view is enhanced; Bow and Daniel views preserved 	<ul style="list-style-type: none"> ☐ Consider use and accessibility of viewing area ☐ Also identify feasibility of McIntyre rooftop publicly accessible use

B. DESIGN	Met	T.B.D.
<ul style="list-style-type: none"> ▪ New architecture should reflect current design and sustainable construction technologies while respecting the historic characteristics and integrity of the site’s varying surroundings. Do not overshadow the McIntyre Building. 	<ul style="list-style-type: none"> ✓ Design intent to complement Bow streetscape and reflect current design at Linden Way 	<ul style="list-style-type: none"> <input type="checkbox"/> NPS, NH SHPO, and HDC to review <input type="checkbox"/> HDC to review design details of new construction (Sept.)
<ul style="list-style-type: none"> ▪ Provide multiple points of access along all sides of the parcel to ensure permeability through the site (especially at/through the existing McIntyre Building). 	<ul style="list-style-type: none"> ✓ Multiple, accessible paths of travel are included on multiple levels of site 	<ul style="list-style-type: none"> <input type="checkbox"/> NPS, NH SHPO, and HDC to review access through McIntyre bldg.
<ul style="list-style-type: none"> ▪ Design the site for maximum adaptability to future changes in markets and public benefit needs. For example, ground-floors of existing and proposed buildings shall be designed to ensure adaptability and evolution of use such that street life in and around the McIntyre site continues to be vibrant and brimming with activity. 	<ul style="list-style-type: none"> ✓ Open floor plan of interior space and adaptable marketplace spaces are included 	<ul style="list-style-type: none"> <input type="checkbox"/> Lease to consider input into evolution of uses <input type="checkbox"/> USPS to determine how it can adapt to proposed design <input type="checkbox"/> Establish governance committee to oversee changes
<ul style="list-style-type: none"> ▪ Advocate for interpretation of the Secretary of the Interior’s Standards that will allow for appropriate modification to character-defining features to invite public use and connect the building and site with its surroundings. 	<ul style="list-style-type: none"> ✓ Appropriate modifications are proposed (esp. removal of perimeter walls) ✓ Additional windows on Penhallow and conversion of Daniel St. window to door are proposed 	<ul style="list-style-type: none"> <input type="checkbox"/> Continued discussion with NPS, NH SHPO and HDC

C. TRANSPORTATION & PARKING	Met	T.B.D.
<ul style="list-style-type: none"> ▪ Consider important nearby transportation connections when designing public walk and path alignments through the property. 	<ul style="list-style-type: none"> ✓ Design has considered pedestrian and bicycle connections and path alignments 	<ul style="list-style-type: none"> <input type="checkbox"/> City to consider future use of Chapel Court <input type="checkbox"/> Consider future intersection of Bow, Penhallow, Ceres, and Market for pedestrian safety <input type="checkbox"/> Consider Daniel St. for potential pedestrian improvements
<ul style="list-style-type: none"> ▪ Reduce the need for on-site parking. Provide transportation and parking options, both external and internal to the site, designed to reduce reliance on personal cars. 	<ul style="list-style-type: none"> ✓ Site design limits on-site parking, provides shuttle stop locations, bicycle racks 	<ul style="list-style-type: none"> <input type="checkbox"/> Transportation demand management (TDM) to be addressed in lease, subleases <input type="checkbox"/> Point-to-point shuttle/rideshare service to be considered
<ul style="list-style-type: none"> ▪ Define the types of on-site, practical accommodations for arrival/departure integrated into the site development in support of alternative modes of transportation and new consumption and distribution patterns, planning for future trends in transportation. 	<ul style="list-style-type: none"> ✓ Shuttle/rideshare arrival/departure areas included ✓ Shared loading 	<ul style="list-style-type: none"> <input type="checkbox"/> USPS needs and future access needs further consideration <input type="checkbox"/> Point-to-point shuttle/rideshare service to be considered
<ul style="list-style-type: none"> ▪ Minimize/eliminate surface (vs. covered) parking. 	<ul style="list-style-type: none"> ✓ Surface parking is eliminated 	
<ul style="list-style-type: none"> ▪ Minimize vehicular traffic into the site – limit to deliveries, public safety, and very slow travel. 	<ul style="list-style-type: none"> ✓ Vehicular traffic into the site limited ✓ Shared (“woonerf”) access road for fire, delivery 	<ul style="list-style-type: none"> <input type="checkbox"/> Detailed site plan to be reviewed by TAC, Planning Board

D. PUBLIC/PRIVATE PARTNERSHIP	Met	T.B.D.
<ul style="list-style-type: none"> ▪ Establish the proper scale, mass, density and building configuration to allow economic viability for public benefits and quality development. 	<ul style="list-style-type: none"> ✓ Proposed density (including 88 hsg. units) considers enhanced public benefit investments and quality development 	<ul style="list-style-type: none"> <input type="checkbox"/> Finance plan to be reviewed <input type="checkbox"/> Design to be reviewed by NPS, NH SHPO, and HDC
<ul style="list-style-type: none"> ▪ Establish public/private oversight entities to document and monitor the project and to ensure that public benefits are being met and that the project is proceeding in accordance with partnership terms. Revisit the framework when changes are proposed. 		<ul style="list-style-type: none"> <input type="checkbox"/> To be considered by City Council
<ul style="list-style-type: none"> ▪ Establish and maintain a market-based mix of uses/activities of interest to Portsmouth residents. Consider existing and planned amenities and uses located within walking distance. 	<ul style="list-style-type: none"> ✓ Mixed use and activities planned 	<ul style="list-style-type: none"> <input type="checkbox"/> Consider uses/activities in lease
<ul style="list-style-type: none"> ▪ The City's ability to achieve desired public amenities and benefits (including ground rent and surplus income) depends on its private partners also achieving financial goals. Fairly balance this relationship to result in long-term success. For example, consider design options that create increased density if increased public benefit results. 	<ul style="list-style-type: none"> ✓ Public realm is well developed ✓ Proposed density (88 units) considers enhanced public benefit investments 	<ul style="list-style-type: none"> <input type="checkbox"/> Design to be reviewed by NPS, NH SHPO, and HDC <input type="checkbox"/> To be evaluated as proposal is underwritten; finance plan to be reviewed prior to application
<ul style="list-style-type: none"> ▪ Explore tax credit programs and other financing tools (e.g. tax increment financing), to leverage private and public capital and enhance project viability. 		<ul style="list-style-type: none"> <input type="checkbox"/> Historic Tax Credit being considered; NPS and SHPO to review <input type="checkbox"/> Brownfields programs to be considered pending due diligence <input type="checkbox"/> Finance plan to be reviewed